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TILDEN BEATEN BY LACOSTE.

"PATHETIC."
MAY NOT PLAY AGAIN AT
WIMBLEDON.
AMERICAN TOO EAGER.

London, Yesterday.
The semi-finals were played to-
day in the men's and women's
singles at the Wimbledon lawn
tennis championships.



Rene Lacoste.

Miss Helen Wills beat Miss
Ryan 6-1, 6-1.

Senorita de Alvarez beat Miss
Akhurst 6-3, 6-0.

Lacoste beat Tilden 2-6, 6-4,
2-6, 6-4, 6-3.

Cochet beat Boussus 11-9, 3-6,
6-2, 6-3.—British Wireless Ser-
vice.

The weather was glorious when
the semi-finals commenced and



William T. Tilden.

the large centre court was packed
for the women's semi-finals.

The passing of Tilden was
pathetic and he states he may not
appear at Wimbledon again. He
really beat himself.

He "drew" Lacoste and subtly
chopped and sliced shots, occa-
sionally getting in a gunshot
drive, but was too eager. Tilden
wrecked himself against the
stonewall of Lacoste's defence by
impetuously revealing his tac-
tics. Lacoste, who withdrew
into his shell and wore down the
American, thus ensuring an all-
French final.—Reuter.

GREEK ELECTIONS.

Athens, Yesterday.
The general elections will prob-
ably be held on August 19.—Reu-
ter.

OPENED THE WRONG DOOR.

AIR TRAGEDY.
FLYING PASSENGER FALLS INTO
THE SEA.
A BELGIAN FINANCIER

Boulogne, Yesterday.
A passenger, unconfirmedly
stated to be the well-known Bel-
gian financier, Capt. Alfred

Lowenstein, was drowned by fall-
ing out of an aeroplane while
flying over the sea between Dun-
kirk and Ostend.

The passenger, accompanied by
a valet and two stenographers,
with a pilot and mechanic was
proceeding from Croydon to Brus-
sels. He apparently opened the
wrong door and fell in the sea.—
Reuter.

Later.
It is confirmed that it was Capt.
Loewenstein who fell out of the
aeroplane.—Reuter.

DR. JOHN FRYER.

VETERAN SINOLOGUE PASSES
AWAY.
FORMERLY OF HONG KONG.

Berkeley, Cal., Yesterday.
The death is announced of Dr.
John Fryer, Emeritus Professor of
Chinese of the University of Cali-
fornia and formerly Principal of
St. Paul's College, Hong Kong.
Years ago he was Professor of
English of the Tungwen College,
Peking.—Reuter.

[Dr. John Fryer, who was born
at Hythe, Kent, August 6, 1839,
graduated from the Highbury Col-
lege, London, in 1860 and came to
the Far East, accepting the posi-
tion as Principal of the St. Paul's
College, Hong Kong, in 1861. This
post he occupied for two years,
holding it until when he was ap-
pointed Professor of English of the
Tungwen College, Peking. In 1865
he was appointed headmaster of
the Anglo-Chinese school in Shang-
hai and head of the department for
the translation into Chinese of for-
eign scientific books at the Imperial
Government Arsenal in Shanghai
from 1876 to 1896. He then went
to the United States, where he ac-
cepted a position as professor of
Oriental languages and literature at
the University of California. Other
appointments held by him in
China were Viceroy's Examiner at
the Imperial Naval College at Nan-
king (1894-95) and Secretary to the
Imperial Chinese Ambassador Kuo
Sung-tao (1878). He was the
founder and proprietor from 1884
to 1911 of the Chinese Scientific
Book Depot at Shanghai and
Founder of the Institute for the
Chinese Blind (1911). Among his
publications were an Educational
Directory for China (1895), Trans-
lator's Vade Mecum or Vocabulary
of Scientific Terms in Chinese and
English; also essays, reports, etc.,
and upwards of 100 books published
at Shanghai in the Chinese lan-
guage.]

THE METROPOLITAN POLICE.

NEW CHIEF.
LABOUR PARTY OPPOSED
TO VISCOUNT BYNG.
"JIX" EXPLAINS.

London, Yesterday.
Keen Labour Party opposition
was shown with reference to the
appointment of Viscount Byng, as
successor to Sir Wm. Horwood,
Chief Commissioner of the
Metropolitan Police (who is re-
tiring in Autumn) was expressed
in questions in the House of Com-
mons.

Sir Wm. Joynson Hicks (the
Home Secretary) declared that
the appointment did not involve
any reflection on the high officers
of the Metropolitan Police but he
felt that Viscount Byng was bet-
ter able to carry out the responsi-
ble task of controlling a force of
20,000 men involving the safety
happiness of 8,000,000 inhabi-
tants.

The Home Secretary declined
to pursue details in supplement-
ary questions, because he under-
stood that the Opposition was
asking an opportunity for a full
debate next week.—Reuter.

AT GENEVA.

FINANCIAL ASSISTANCE TO
AGGRESSION VICTIMS.

THE "MODEL TREATY"

Geneva, Yesterday.
The League Committee of
Security and Disarmament has
adopted a report dealing with
financial assistance to states, the
victims of aggression, and finally
adopted the draft conventions.

The "model treaty" for the pre-
vention of war contains eleven
articles binding contractants to
accept and apply the Council's
provisional recommendations in
the event of dispute and also to
refrain from measures likely to
aggravate dispute.—Reuter.

POLITICAL CRISIS.

YUGO-SLOVAKIAN CABINET
RESIGNS.

RACHITCH EXPELLED.

Belgrade, Yesterday.
The Cabinet has resigned follow-
ing resolutions adopted by the
Radical Democratic Parties in favour
of the formation of a broad-based
Cabinet.

The Radical Party has expelled
Rachitch.
The widow of Paul Rachitch (re-
cently shot in the Skupstina) had
a long audience with the king, who
has undertaken the care of her two
children.—Reuter.

BULGARIA.

SIX MONTHS' MORATORIUM
GRANTED.

SEQUEL TO 'QUAKE HAVOC.'

Sofia, Yesterday.
The Inter-Allied Reparations
Commission has decided to grant
Bulgaria a six months' mora-
torium as to their reparations
payment of five million gold
francs, owing to the recent earth-
quake havoc.—Reuter.

TANGIER'S STATUS.

London, Yesterday.
Sir Austen Chamberlain, in
Parliament to-day, said he hoped
to be able to make a statement on
the future status of Tangier ear-
ly next week. The matters refer-
red to a committee of experts,
meeting in Paris, were still under
their consideration.—British
Wireless Service.

London, Yesterday.—Questioned
in the House of Commons regard-
ing the air service between Bagh-
dad and Karachi, Sir S. Hoare said
Imperial Airways were most an-
xious to open the whole section,
but had had difficulty with Persia
regarding bases on the Karachi
part of the route. Imperial Air-
ways and the British Government
were taking every possible step to
open the route.—British Wireless
Service.

UNCERTAINTY OF CONDITIONS.

BOXER INDEMNITY.
SIR AUSTEN CHAMBERLAIN
EXPRESSES REGRET.
AN AMENDING ACT.

London, Yesterday.
At question time, in the House
of Commons, Sir Austen Cham-
berlain, Secretary of State for
Foreign Affairs, regretted the
continued uncertainty of condi-
tions in China and the delayed
legislation necessary to enforce
the Buxton Committee's recom-
mendations regarding the Boxer
Indemnity. Meanwhile, the Com-
mittee had considered whether, in
anticipation of the passing of an
amending Act there was a possi-
bility of initiating preliminary
work of undertaking some of the
Committee's minor proposals; but
this, for various reasons, was un-
fortunately impracticable.

"Hoped" Government.
Peking, Yesterday.
The inauguration of the new
Provincial Government of Hopel,

"FINE TO CLOUDY."

South west or variable wind,
moderate, fine to cloudy is the
overcast until noon to-morrow.

Pressure is high from the
Bonins to south east Manchuria
and low over China. A shallow
depression remains over the east-
ern sea.

formerly Chihli, is taking place
this afternoon at Tientsin. Shang
Chen who is Chairman of the
Government, left Peking this
morning to participate in the
ceremony.

The Government will be tem-
porarily at Tientsin, but will
shortly move to Paotingfu.
Chiang to "Call."

Peking, Yesterday.
Chiang Kai-shek intends to call
on the Legations on July 7.—
Reuter.

NANKING RULE.

Smoking and Drinking
Restrictions.

Nanking, Yesterday.
The Ministry of the Interior
has issued regulations prohib-
iting smoking and the drinking
of alcohol by persons under twenty
years of age. If an offender is
over thirteen he will be liable to
a fine of \$5, while the parents or
guardians, as well as the sellers
of tobacco or alcohol to a minor
will be liable to a fine in all cases.
While it is doubtful whether
the regulations can be enforced at
present, it is interesting as show-
ing the trend of Nationalist
domestic policy.—Reuter.

"SLOTTED WINGS."

BEING FITTED ON BRITISH
'PLANES.'

London, Yesterday.
108 machines of the Royal Air
Force have now been fitted with the
device known as the "Slotted wing."
Contracts for fitting 478 machines
are in hand and an additional 47
sets have been despatched for fit-
ting aeroplanes overseas. Forty
further sets are awaiting shipment.

Air Minister, Sir Samuel Hoare,
in giving this information in the
House of Commons to-day, reminded
House that while slotted wings
were most valuable in securing
safety they were primarily designed
to secure more effective control of
aircraft at low speeds. A large
proportion of accidents in the Air
Force was due to other causes.—
British Wireless Service.

BROADCASTING.

2,500,000 LICENCES ISSUED IN
GREAT BRITAIN.

London, Yesterday.
The Assistant Postmaster-Gen-
eral (Lord Walker) stated in Par-
liament to-day that the number of
broadcasting licences issued now
exceeded 2,500,000.—British Wire-
less Service.

TO-DAY'S DOLLAR.

The clearing rate of the dollar
on demand, to-day was 2/0 5/16.

EMPLOYERS AND EMPLOYEES.

AGAIN CONFER.
NATIONAL INDUSTRIAL COUNCIL
TO BE FORMED.
BRIGHTER OUTLOOK.

London, Yesterday.
A conference was held to-day—
the first since the inauguration of
the Industrial Peace Conference
—adopted the interim report sub-
mitted by the Joint Committee
recommending the formation of a
National Industrial Council com-
posed of the General Council of
the T.U.C. on the one side and an
equal number of employers and
representatives on the other, to
meet regularly to consider the
widest questions concerning in-
dustry and industrial progress
and empowered to form Joint
Conciliation Boards to avoid the
outbreak of disputes which the
ordinary negotiating machinery
failed to settle.—Reuter.

BOGUS "BOBBY."

CHINESE CONVICTED OF
IMPERSONATION.

SIX MONTHS' JAIL.

Ng Kan-po, charged with obtain-
ing \$3 from a hawkers by false pre-
tences and with impersonating as
a policeman, was fined \$200 or 3
months' jail on the first charge
and a further 6 months' on the
second charge by Mr. R. E. Lindsell
at the Police Court this morning.

Defendant admitted that he had
borrowed the money but denied im-
personation.
The complainant, a hawkers of
Causeway Bay, stated that the de-
fendant came to him on the 1st
inst. and reported that his (com-
plainant's) daughter-in-law and his
whole family were arrested for be-
ing in possession of arms. Defend-
ant further said that he was a
constable.

Witness offered him \$3. Defend-
ant took the money and told com-
plainant to go to the tramway sta-
tion at Causeway at 9-on the fol-
lowing morning.

Next day complainant and one of
his foks went to the place, and a
further \$5 was demanded. Subse-
quently the defendant found that
he had been cheated.

"THE LAW."

HAWKER'S STRUGGLE WITH
POLICE OFFICER.

NO LICENCE.

Charged with trying to resist ar-
rest, and also for selling fish with-
out a licence, a Chinese appeared
before Mr. Schofield, at the Kow-
loon Magistrate to-day and plead-
ed guilty to the latter charge.

Sergeant Hargraves said that he
was on duty yesterday when he saw
the defendant outside the Kwong
Tung-market, in Mongkok, with a
basket of fish. As soon as the ac-
cused saw him (witness), he ran
away. In his haste he fell, and
struggled when in the grasp of the
officer. Defendant managed to
break away, but was caught and
taken to the station.

Accused said that he did not
struggle with the police officer.
He maintained that the latter
struck him first with a stick, "I
asked him to arrest me," added the
defendant.

Mr. Schofield said that he could
not believe defendant's story, and
fined him \$10 on the charge of sell-
ing without a licence, and \$20 for
resisting "the law."

MOTOR 'BUS MISHAP.

RUNS DOWN A SIX-FOOT
EMBANKMENT.

DRIVER'S EYES DAZZLED.

A motor bus accident occurred
on Tuesday afternoon at Castle
Peak-road, when a bus belonging
to the Chung Mei Garage ran down
a 6-foot embankment.
The bus was passing the Sam
Tsin-village near Tuen Wan, when
the sun's rays had a dazzling effect
on the driver's eyes. He lost con-
trol, swerved, and ran over the em-
bankment.
Fortunately no one was serious-
ly hurt, and only one man was
wounded.

THE "JERVIS BAY" AGAIN.

M.P.'S QUESTIONS.
"FIRST LORD" EXPLAINS WHY
"SLAVOL" WAS SENT.
WHO BEARS THE COST?

London, Yesterday.
In the House of Commons,
asked why a slow oiler had been
sent to the assistance of the
"Jervis Bay," Mr. Bridgeman
(First Lord of the Admiralty)
said the oiler "Slavol," at Trin-
comalee, was the only vessel im-
mediately available and she had
to await the arrival of marines
from Colombo before she could
sail. It was not for him to say
whether the assistance was neces-
sary, but he would endeavour to
ascertain the cost. He was un-
able to say whether the cost
would be charged against the
owners of the "Jervis Bay."—
Reuter.

AN OLD RESIDENT.

MR. JOHN SMITH MURRAY
PASSES AWAY.

DIES IN CANTON.

The death has occurred in Can-
ton, following an operation, of Mr.
John Smith Murray, formerly a re-
sident of Hong Kong for many
years. He was well-known here in
local shipping circles as the popu-
lar Chief Engineer of several of
the steamships of the Hong Kong,
Canton and Macao Steamboat Co.,
with which Company he had been
connected for about 30 years.
Later, he entered the service of
Messrs. Banker and Co., and his
last ship was the s.s. "Kong Ling."
Mr. Murray subsequently was em-
ployed at Messrs. W. S. Bailey's
shipyard, remaining there until
about six months ago when at the
age of 63 years, he retired on ac-
count of illness. The operation
from which death followed two
days afterwards, was performed in
the German sanatorium at Canton.
Deceased's brother, Mr. P. H.
Murray, predeceased him last year,
but there are many other relatives
in Hong Kong, with whom sym-
pathy will be felt in their bereave-
ment.
The remains are being brought
to Hong Kong for interment at the
Roman Catholic cemetery.

BLASTING.

CHINESE CONTRACTORS
FINED \$100.

The Kwong Sing Loong firm of
contractors were, yesterday after-
noon, fined \$100 by Mr. R. E.
Lindsell at the Central Magistracy
for not exercising proper care while
carrying out blasting operations at
Pokfulam on June 24. The com-
plainant was Mr. D. M. Biggar,
of the Equitable Eastern Banking Cor-
poration, the lawn of whose house
in Pokfulam-road was littered with
fragments of rock, some of a large
size. The windows of Mr. Biggar's
house, according to Mr. Horace Lo
(for the complainant) had some
"narrow shaves." In imposing the
fine, the Magistrate warned the de-
fendant that the penalty would
be doubled on a subsequent appear-
ance for a similar offence.

SEVERAL YEARS AGO

ALLEGED EMBEZZLEMENT BY
AN EMPLOYEE.

Mau Yat-chuen, charged with
embezzling various sums of money
from the Lee Kee firm (by whom
he had been employed as a foks)
several years ago, was again
brought before Major C. Willson
yesterday afternoon.

Mr. T. G. Bennett appeared for
the prosecution, and Mr. G.
Sheldon, instructed by Mr. F. E.
Lobby for the defence.
Yuen Yat-hong, witness for the
prosecution, suggested that in a
certain bill, while \$50 was the ac-
tual amount paid, the defendant
entered the item as \$150.
The case was adjourned.

A fire completely destroyed a
large saw-mill in the Rue des
Capucines, Antwerp. The fire
spread to a school opposite and four
neighbouring houses. The damage
is estimated at several million
francs.

RUSSIAN FLIER'S RETURN.

MISSING FOR 5 DAYS.
BLOWN TO SEA: NEARLY
CRUSHED BY ICEBERGS.

Moscow, Yesterday.
The airman, Babushkin, who
had been missing for five days,
has safely returned to the ice-
breaker "Malyguin." Strong
winds had forced him towards the
sea where his machine was nearly
crushed by icebergs.

King's Bay, Yesterday.
The searches by ships among
the ice barriers in the neighbour-
hood of Bear Island concluded
without any trace of Amundsen
and Guilbaud being found.—Reu-
ter.

CONCERT & DANCE.

"FAREWELL" TO NAVAL
RATINGS.

There are indications that to-
night's concert and dance at St.
George's Hall in the City Hall, ar-
ranged by the Y.M.C.A., Entertain-
ment Committee as a farewell to
the 3rd destroyer flotilla and
H.M.S. "Curlow" of the 3rd cruiser
squadron (leaving Hong Kong
shortly) will be a very enjoyable
affair.

Dance music will be provided by
the combined bands of H.M.S.
"Curlow" and H.M.S. "Verity,"
comprising 18 pieces, and the func-
tion will be run in "Cabaret" style,
in that there will be a vocal item
in between every two dances.

A concert party of nine perform-
ers, representing the various de-
parting ships, will provide the
"Cabaret" entertainment under the
direction of Leading Seaman
Cooper of H.M.S. "Verity" who has
charge of arranging the pro-
gramme.

Those composing the concert
party will be Messrs. Ransome,
Forrester, Treveling, Smith, Os-
borne, Darlen, Tompkin, Bruce and
Veale.

The entertainment is timed to
start at 8 o'clock and will continue
until midnight. Ladies are cordial-
ly invited to be present, but, owing
to the limited accommodation, the
dance will be for ladies and Naval
men only.

PIECE OF JADE.

FOUND IN STREET AND POLICE
SEQUEL

The charge against the master
of a goldsmith shop and his cook
was "withdrawn" at the Central
Magistracy this morning, on the
application of the police.

Mr. Leo d'Almada, appearing for
the defendants, told Mr. R. E.
Lindsell that the cook had picked
up the jade on the street, and
subsequently handed it over to his
master when he got back. His
master put it into a safe and de-
cided to report the case to the
police later on. Later, the police
searching his shop found the jade
valued at about \$40.

Sergt. McEwen, prosecuting, told
the Magistrate that he had consult-
ed the Assistant Attorney General,
who had instructed him to withdraw
the case.

The application was accordingly
granted.

GRIM SEA TRAGEDY.

RECALLED BY HAMBURG GAS
DISASTER.

Berlin.—A grim tragedy of the
sea which occurred four years ago
has been published for the first
time in the newspapers in connec-
tion with the gas disaster in Ham-
burg.

The story goes that the Russian
steamer "Lvov" in 1924, loaded a
cargo of phosgene in Hamburg and
sailed for Leningrad, but failed to
arrive there.

Russian warships found the
vessel derelict in the Baltic and sent
boats to investigate. The crew of
the boats never returned. The
naval authorities then sank the
"Lvov" by gunfire, surmising that
the phosgene tanks were leaking
and the gas had permeated the
whole vessel and killed the entire
crew.

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MISCELLANEOUS

YOUR VISITING CARDS neatly and promptly printed. — "China Mail" Office, No. 3a, Wyndham St., Telephone Central 22.

STANDARD TIME.**SUNRISE AND SUNSET IN HONG KONG.**

Sunrise and Sunset in Hong Kong during July, 1928, standard time for the 120th meridian, East of Greenwich, is as follows:—

		Sunrise		Sunset	
		a.m.	p.m.	a.m.	p.m.
July	1	5.43	7.11	5.43	7.11
	2	5.43	7.11	5.43	7.11
	3	5.44	7.11	5.44	7.11
	4	5.44	7.11	5.44	7.11
	5	5.44	7.11	5.44	7.11
	6	5.45	7.11	5.45	7.11
	7	5.45	7.11	5.45	7.11
	8	5.45	7.11	5.45	7.11
	9	5.46	7.11	5.46	7.11
	10	5.46	7.11	5.46	7.11
	11	5.47	7.11	5.47	7.11
	12	5.47	7.11	5.47	7.11
	13	5.47	7.11	5.47	7.11
	14	5.48	7.11	5.48	7.11
	15	5.48	7.11	5.48	7.11
	16	5.48	7.10	5.48	7.10
	17	5.48	7.10	5.48	7.10
	18	5.49	7.10	5.49	7.10
	19	5.49	7.10	5.49	7.10
	20	5.50	7.09	5.50	7.09
	21	5.50	7.09	5.50	7.09
	22	5.50	7.08	5.50	7.08
	23	5.51	7.08	5.51	7.08
	24	5.51	7.07	5.51	7.07
	25	5.51	7.07	5.51	7.07
	26	5.52	7.06	5.52	7.06
	27	5.52	7.06	5.52	7.06
	28	5.53	7.05	5.53	7.05
	29	5.53	7.05	5.53	7.05
	30	5.53	7.05	5.53	7.05
	31	5.54	7.04	5.54	7.04

**NOTICE
TO SHIPOWNERS,
MASTERS & AGENTS.**

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LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions.

THE Undersigned have received instructions to sell by Public Auction

FRIDAY, the 6th July, 1928, commencing at 11 a.m., at No. 3, Waverley Terrace, Kowloon Dock, Hunghom.

A Quantity of VALUABLE HOUSEHOLD FURNITURE.

A Few Pieces of Blackwood Ware.

Catalogues will be issued.

On View from Thursday, the 5th July, 1928.

Terms:—Cash on delivery.

LAMMERT BROS., Auctioneers.

Hong Kong, July 2, 1928.

THE Undersigned have received instructions to sell by Public Auction

ON FRIDAY, the 6th July, 1928, commencing at 2.30 p.m., at their Sales Room, No. 4, Duddell Street.

A Large Quantity of VALUABLE HOUSEHOLD FURNITURE.

Comprising:—

Cretone Covered Couch and Armchairs, Bookcases, Hatstands, Desks, Electric Table Fans, Carpets, Rugs, Oil Paintings, Pictures, Ornaments, Curios, etc., etc.

Teak Dining Tables, Dining Chairs, Sideboards, Dinner Wagons, Dinner Crockery, Glass Ware, Cutlery, Ice Chests, Kitchen Utensils, etc., etc.

Also Iron and Teak Bedsteads, Single and Double Wardrobes with and without Mirror, Dressing Tables, Chests of Drawers, Boot Stands, Chamber Stands, Toilet Crockery, Washstands, etc., etc.

A Few Pieces of Blackwood Furniture

And 2 Victrolas

7 Enamelled Baths.

Catalogues will be issued.

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LAMMERT BROS., Auctioneers.

Hong Kong, July 2, 1928.

THE Undersigned have received instructions to sell by Public Auction

ON FRIDAY, the 6th July, 1928, commencing at 5.15 p.m., at their Sales Room, No. 4, Duddell Street.

A Valuable Collection of POSTAGE STAMPS.

Including:—

Old Hong Kong and High Values British Colonials, etc.

Catalogues will be issued.

On View from Thursday, the 5th July, 1928.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hong Kong, July 2, 1928.

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Kodaks and Cameras.

Films, Plates and Papers, etc.

Developing, Printing and Enlarging.

ZIESS AND BUSCH

FIELD GLASSES

Price Moderate.

A Trial Order is Solicited.

A. SEK & CO.

Tel. No. C. 3459.

26A, Des Voeux Road C., Hong Kong.

THE WELCOME**STUDIO,**

EXPERT OUTDOOR

PHOTOGRAPHERS.

QUICKEST SERVICE

IN

DEVELOPING, PRINTING,

AND

ENLARGING.

ADDRESS:

100, HOUSE STREET.

(BEHIND HONG KONG

ELECTRIC CO. SHOWROOM).

NOTICES.

CAFE PAVILION AND BAKERY,
KOWLOON.

NOTICE IS HEREBY GIVEN that the Undersigned has purchased this business as from 1st July, 1928, and that Mr. B. E. AKST or Forprodut Limited has no longer any interest in same.

J. VIDERO,
Sole Proprietor.

Hong Kong, July 5, 1928.

HONG KONG FOOTBALL ASSOCIATION.

ANNUAL GENERAL MEETING.

THE ANNUAL GENERAL MEETING of the Hong Kong Football Association will be held at Volunteer Headquarters (Garden Road) at 5.30 p.m. on THURSDAY, July 5th, 1928.

W. E. HOLLANDS,
Hon. Secretary.

Hong Kong, 2nd July, 1928.

NOTICE.

THE PUBLIC ARE HEREBY WARNED that the only genuine Lipton's Tea No. 1 "YELLOW LABEL" bears Chinese Characters on the top of the tin, whilst inside the lid will be found a Coupon. 12 Coupons from 1 lb. tins or 24 Coupons from ½ lb. tins can be exchanged for a ½ lb. tin of Tea, Free of Charge on application to

MESSRS. W. R. LOXLEY & CO.,
Local Agents.

MESSRS. LIPTON, LTD.,
COLOMBO.

Hong Kong, 23rd June, 1928.

PUBLIC AUCTIONS.

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS

of the Sale by Public Auction

to be held on MONDAY, the 9th

day of July, 1928, at 3 p.m.,

at the Offices of the Public Works

Department, by Order of His Ex-

cellency the Governor, of One

Lot of Crown Land at Sannahpulo

in the Colony of Hong Kong, for a

term of 75 years, commencing from

1st July, 1928, with the option of

renewal at a Crown Rent to be fixed

by the Surveyor of His Majesty the

King, for one further term of 24

years less three days.

PARTICULARS OF THE LOT.

Approximate Measurements.

As per sale plan.

As per sale plan.

As per sale plan.

As per sale plan.

As per sale plan.

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As per sale plan.

CHILDHOOD'S SLEEP.

VALUE OF TEMPORARY STARVATION.

SLEEPLESSNESS DANGEROUS.

Sufficient restful sleep is very

necessary to health in childhood.

Without food a child will live for

many days if sufficient water be

taken, and is sometimes all the

better for temporary starvation.

But sleeplessness is very damag-

ing and dangerous. There is a

theory that sleep is psychological

rest, in the sense that reality is

too difficult unless interrupted

by periods of absolute psychical

rest when primitive wishes can be

satisfied in dreams. Dreams are

largely compensatory. Children

dream of food, of eating heaps of

sweets and forbidden fruits.

Dreams can not, however, be

literally interpreted, because

people dream in symbols. A

great deal of information about

the child mind can be obtained

from dreams, as Dr. F. J. M. has

demonstrated. Child who

suffers from nightmares: he

is encouraged to speak

dreams so that we may help

him to understand their fears.

Sometimes a dog or cat which

the child seems very fond of is

the cause of fear or night terrors,

sometimes fear of nurse or

teacher that exists in the mind

in dreams. Restful and peaceful

dreams are so essential to happy

childhood that we must consider

the common causes of disturbed

sleep.

Digestive Disorder.

This is a frequent cause of

restlessness at night. The child

is overfed or fed perhaps within

half an hour of bedtime, or dur-

ing the day he has been given

unsuitable food. Constipation is

a common cause of ill health and

sleeplessness in children. Nasal

obstruction will cause night ter-

rors and sleeplessness. If the

nose and throat are obstructed by

adenoids and large tonsils, the

blood is not properly oxygenated.

The brain is irritated by toxins,

and there is less sleep. Decayed

teeth will also cause children to

sleep badly. Unhygienic condi-

tions (ill ventilated bedrooms,

heavy or insufficient bedclothes)

all affect sleep in childhood.

Signs of Sleeplessness.

If children are sleeping badly,

one notices such signs as lassit-

ude, irritability, a difficulty in

concentrating, lack of interest in

work. Perhaps the child goes to

bed too late or too early. In the

later case the children are wake-

ful and toss about, unable to

DODWELL & COMPANY, LTD.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "WRAY CASTLE"Sails on/or about 28th July.
M.V. "MUNCASTER CASTLE" Sails on/or about 18th Sept.

LLOYD TRIESTINO

FOR BRINDISI, VENICE AND TRIESTE (FIUME).
REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.
REDUCED PASSAGE RATES.BRINDISI, VENICE & TRIESTE £72.10.0
LONDON £80.0.0.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.

From Hong Kong.

M.V. "ROMOLO"Sails on/or about 19th July.
S.S. "VENEZIA"Sails on/or about 16th Aug.
M.V. "REMO"Sails on/or about 13th Sept.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

M.V. "ESQUILINO"Sails on/or about 26th July.
M.V. "ROMOLO"Sails on/or about 21st Aug.
S.S. "VENEZIA"Sails on/or about 18th Sept.Through Bills of Lading issued from Hong Kong.
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THROUGH BOOKING TO EUROPE AT REDUCED RATES.

£120, £112, £110, £102, £83, via San Francisco.

G\$440, G\$420, via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

SHINYO MARU (Calls Nagasaki) ... Tuesday, 10th July.

SIBERIA MARU (Calls Keelung) ... Tuesday, 24th July.

TAIYO MARU Wednesday, 8th August.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via

Singapore, Penang, Colombo, Suez.

KAMO MARU Saturday, 14th July.

KATORI MARU Saturday, 28th July.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU Wednesday, 25th July.

MISHIMA MARU Wednesday, 22nd August.

BOMBAY via Singapore, Penang, & Colombo.

AWA MARU Wednesday, 11th July.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.

Mexico & Panama.

GINYO MARU Thursday, 12th July.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

KAMAKURA MARU Thursday, 12th July.

NEW YORK and/or BOSTON via PANAMA.

KAKO MARU Saturday, 14th July.

LIVERPOOL via Port Said, Geneva, Marseilles.

DURBAN MARU Wednesday, 11th July.

CALCUTTA via Singapore, Penang & Rangoon.

TOKUSHI MARU Monday, 9th July.

HAKODATE MARU Wednesday, 18th July.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU Friday, 20th July.

SHANGHAI, KOBE & YOKOHAMA.

KASHIMA MARU Monday, 9th July.

KAWACHI MARU (Kobe direct) ... Tuesday, 10th July.

†Cargo only.

Subject to alteration without notice.

For further information apply to—NIPPON YUSEN KAISHA.

Tel. Central No. 292 (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore

Colombo, Suez and Port Said.

ALTAI MARU Tuesday, 10th July.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,

Colombo, Durban & Cape Town.

MONTEVIDEO MARU Friday, 10th August.

BOHAY—Via Singapore & Colombo.

ENDUS MARU Friday, 6th July.

BORNEO MARU Friday, 20th July.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND

MOMBASA—Via Singapore and Colombo.

PANAMA MARU Sunday, 8th July.

CALCUTTA—Via Singapore, Penang and Rangoon.

SHUNKO MARU Friday, 18th July.

SEATTLE MARU Wednesday, 25th July.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai and

Japan ports.

MELBOURNE—Via Manila, Brisbane & Sydney.

BURA MARU Saturday, 7th July.

HANGKONG—Via Saigon.

HAIKONG—Via HONGKONG & PAKHOI.

NEW YORK—Via Japan ports, San Francisco & Panama.

HAYAMA MARU Thursday, 28th June.

HAKUBA MARU Middle of July.

JAPAN PORTS.

BATAVIA MARU Saturday, 7th July.

AMAZON MARU Wednesday, 11th July.

SUMATRA MARU Friday, 18th July.

KEELUNG—Via SWATOW & AMOY.

KISHU MARU Sunday, 8th July noon.

HOZAN MARU Sunday, 15th July noon.

CANTON.

DELI MARU Sunday, 8th July.

TAKAO—Via SWATOW & AMOY.

DELI MARU Thursday, 12th July noon.

TAKAO MARU Saturday, 7th July.

TAKAO MARU Friday, 20th July.

For further particulars please apply to—OSAKA SHOSHO KAISHA.

Tel. Central No. 4088, 4089, 4090.

M. TAKEUCHI, Manager.



SHIPPING SECTION.

OLD TONNAGE.

THE SWEDISH SHIPPING CONFERENCE.

DIFFICULT PROBLEM.

In the presence of the Minister for Foreign Affairs and of representatives of other authorities a conference of the Swedish General Shipping Association was held in Stockholm recently.

Mr. Emil Lofgren, shipowner, brought forward the question of old tonnage, and referred to the much discussed plans for the regulation of freights by the fixing of minimum rates, through the organised laying-up of tonnage and through the organised scrapping of old tonnage with the assistance of special funds. As, however, these plans for different reasons were not considered to be realisable, the speaker proceeded to discuss the question of an import veto on old tonnage according to the Norwegian example.

In his opinion the old tonnage problem had arisen through an incomplete or at least partial rationalisation of shipping. It was specially to be noted that shipowners omitted to adapt themselves to the present and probable future situation, but cherished the belief that the economic life would soon return to the old path as before the war. Rationalisation—within liner shipping, with the new construction actively thereby caused, and which had as its object the adjustment to the conditions of the new times, was not equalled by sufficient scrapping of the discarded tonnage. It could not be reckoned that such a large increase in the world trade would take place as would be required in order to provide remunerative employment for the superfluous tonnage. In the case of the tramp tonnage it was impossible to introduce minimum tariffs.

Limit the Markets.

The speaker proceeded to state that the prospects through an organised laying up of tonnage of getting an improvement in freights was, unfortunately, very slight. The scrapping of the superfluous tonnage was the only effective method, but it had been shown to be impossible to unite shipowners so that scrapping could be organised with the aid of funds. According to his opinion, nothing remained other than to limit the markets for old tonnage, and this could happen only through different countries imposing an import veto on such tonnage. The interest of the State that the merchant fleet was modern and competitive, was so great that one or other possible provable disadvantage of such an import prohibition was completely without importance as compared with the obvious advantages.

In conclusion, the speaker suggested that the council of the association should take into consideration the question of approaching the Government, with a view to the introduction of a veto on the importation of vessels of the age of 20 years and over.

Capital Requirements.

Mr. Hugo Hammar then raised the subject of the capital requirements of shipping, and in this connection he drew attention to the special measures adopted in different countries for supporting and facilitating shipping activity. Dealing with Sweden in particular, he stated that the most important cause of the increased capital needs was to be found in the necessity for modern tonnage for the transmarine lines, which had been worked up during the past twenty-five years. The large amount required for each ship was seldom available to the shipowner. It was necessary to arrange for payment by instalments for a long time to get new construction. If the age of a ship was reckoned at thirty years and one-half, or 60 per cent., as is mostly the case of the building costs were repaid in ten years, the following twenty years would give a better result than the first ten years. Moreover, a ship of thirty years had a certain saleable value.

The difficulties of the Swedish shipping industry were that it had not been permitted to consolidate itself since the war, this being due to an inappropriate taxation policy. The war-time profits ought to have stood at the disposal of the industry, so as to help it over the period of depression which everyone knew would come after the war. Owners, however, were compelled to book ships at too high a value and reckon their profits accordingly, and pay taxes on income which in reality was not to be found.

SALVAGE RECORD.

THE RAISING OF THE "MOLTKE."

72 FEET BELOW.

A feat without parallel in the history of marine salvage has been performed by the raising of the great German battle cruiser "Moltke" from the bed of the sea at Scapa Flow. A further record in connection with the same vessel was established during the past week-end, when she was towed, upside down, from Scapa to Rosyth, a distance of 200 miles. The hazardous nature of such a voyage, towing a capsized ship of 23,000 tons through turbulent waters notorious for turbulent weather, will be readily appreciated.

The "Moltke," it will be recollected, was a unit of the High Sea Fleet which Germany surrendered after the armistice for internment at Scapa. It comprised 11 battleships, five battle cruisers, eight line cruisers and 50 destroyers. On June 21, 1919, immediately after the signing of the Peace Treaty at Versailles, the whole fleet was scuttled by the German crews at the order of Admiral von Reuter, who was obeying secret instructions from Berlin. So thoroughly was the work carried out that almost all the vessels foundered in deep water. Only by the promptest action were British boarding parties able to save the battleship "Baden" and some lighter craft before they had time to sink.

25 Vessels Salvaged.

Nearly five years later—on April 19, 1924, to be precise—Messrs. Cox and Danks, Ltd., of London, began salvage operations on the scuttled fleet. In spite of exceptionally discouraging conditions due to the inclemency of the weather and lack of all local facilities, some very remarkable results have been achieved. As early as August 1, 1924, the first destroyer was brought to the surface, and by April 30, 1926, twenty-five vessels of this type had been salvaged, including seven large boats of 1,300 tons each.

In September, 1926, the salvors turned their attention to the first big ship, the battle cruiser "Moltke," which the divers found to be lying upside down at a depth of 72 feet. On June 10, 1927, she was raised to the surface, still with the keel upwards, but having a list of 16 degrees. Subsequently a good deal of material was removed from the ship at low tides, and she has now been brought to Rosyth for final demolition.

The "Moltke's" Record.

The "Moltke" is the largest warship that has ever been successfully salvaged. As a battle cruiser she helped to make history in the Great War. She was present at all the major actions in the North Sea, including the Battle of Jutland, in which she received several hits and had forty casualties. Two years later, on April 24, 1918, while accompanying the High Sea Fleet on what proved to be its last war cruise, the "Moltke's" engines broke down and she had to be towed home. On the way she was attacked and torpedoed by the British submarine E.42, but, although severely damaged, was kept afloat and returned to port.

Now that the "Moltke" has been dealt with, salvage operations at Scapa are being concentrated on the Seydlitz, another and larger battle cruiser. This 25,000-ton vessel is lying on her side, but there is every hope that she will be brought to the surface by July.—"The Observer."

NEW LIFEBOATS.

On June 6 Prince George named two motor-lifeboats which the Royal National Lifeboat Institution has built for its stations at Stromness and Longhope in the Orkneys.

There has been a lifeboat station at Stromness since 1867, and at Longhope since 1874, and between them they have rescued over 200 lives from shipwreck. The institution will be represented at both ceremonies by the Hon. George Colville, deputy-chairman of the committee of management, who will present the lifeboats to the stations, and Commander Edward D. Drury, district inspector of lifeboats.

There was a guard of honour at Stromness, composed of men from H. M. S. "Nelson," the flagship of the Atlantic Fleet, and ex-Servicemen. From Stromness, Prince George travelled to Longhope in the "Stromness" lifeboat, and after the ceremony at Longhope the Longhope lifeboat took him to H. M. S. "Nelson," on board of which he will be staying.

SALVAGE MONEY.

£4,285 AWARD TO THREE LIVERPOOL STEAMERS.

THE "ESSEX FRIAR."

London.—Three Liverpool steamships were awarded by Mr. Justice Bateson, in the Admiralty Court, £4,285 for salvage operations rendered the steamship "Essex Friar," in the Cawthorne Channel of the Bonny River, West Africa, in twelve days in April last.

The Liverpool vessels and their awards were:—The Bendu, belonging to the Elder Line, Ltd. (owners £1,800, captain £200, crew £350); the "Lokofa," belonging to the British and African Steam Navigation Co., Ltd. (owners £1,100, master £80, crew £170); and the "Uromi," belonging to the African Steam Ship Co. (owners £460, master £40, crew £85).

The salvage lasted twelve days, and the "Essex Friar" three times went aground. The Judge thought her master should earlier have accepted the services of Captain Dennitts, of the Bendu. Captain Dennitts, he said, was a skilled sailor, who knew the neighbourhood, and the master of the "Essex Friar" had not been there before. Captain Dennitts rightly said that throughout he ran considerable risks owing to the narrow channel, and at the second grounding he had to head into the breakers at Breakers Island, and there were strong currents. He stopped the "Essex Friar" from drifting across the flats out of the reach like the German steamer at the mouth of the Forcados River.

The Judge said the salvage was well and courageously rendered, and saved the "Essex Friar" a considerable repairs bill; as it was, her value was reduced from £22,000 to £17,000.

MOVEMENTS OF STEAMERS.

The P. & O. s.s. "Nellie" left Singapore for this port on June 30 at 6 a.m. with the outward English Mails, and was due here this morning.

The C.P.S. R.M.S. "Empress of Asia" arrived at Kobe on July 3 at 5 p.m., left Kobe yesterday at 4 a.m., and was due at Nagasaki today at 5 a.m.

The P. & O. s.s. "Kashmir" left Singapore for this port on Sunday at 10 a.m. with the outward English Mails, and is due here to-day at about 5 p.m.

The P. & O. s.s. "Khyber" left Shanghai for this port on July 4 at 4 p.m. with the Mails, and is due here to-morrow at about 5 a.m.

The s.s. "Tricolor" sailed from New York on June 6 and is due in Manila on July 19.

AMERICAN AUSTRALIA ORIENT LINE.

Operated for
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By SWAYNE & HOYT, INC.
FOR SAN FRANCISCO & LOS ANGELES.
S.S. "WEST HENSHAW" July 14
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SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC.
TO VICTORIA & VANCOUVER.17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver.
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STEAMERS	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Leave	Leave	Leave	Leave	Leave	Arrive
EMPRESS OF ASIA	July 18	July 21	July 24	July 26	Aug. 4
EMPRESS OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 25
EMPRESS OF RUSSIA	Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 15
EMPRESS OF ASIA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 29
EMPRESS OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20
EMPRESS OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 10
EMPRESS OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24
EMPRESS OF CANADA	Nov. 28	Dec. 1	Dec. 4	Dec. 6	Dec. 15
EMPRESS OF RUSSIA	Dec. 12	Dec. 15	Dec. 18	Dec. 20	Dec. 29
EMPRESS OF ASIA	Jan. 16	Jan. 19	Jan. 22	Jan. 24	Feb. 2
EMPRESS OF CANADA	Feb. 6	Feb. 9	Feb. 12	Feb. 14	Feb. 23

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

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£120: First class throughout.
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Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

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Leave	Arrive	Leave	Arrive
Hong Kong	Manila	Manila	Hong Kong
July 10	July 12	EMPRESS OF ASIA	July 13
July 31	Aug. 2	EMPRESS OF CANADA	Aug. 3

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PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

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JULY	6th	SUN. 22nd
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MON. 18th		

When they pass the Shiuhing Gorge, the American travellers say "Well, we guess this beats the Hudson River, our show place." Continental visitors remark that it reminds them of the "Rhine and Switzerland." Whilst British tourists declare "Surely, the Lake district or the Scottish moors, but with a little less vegetation." Now why not take a five-days' round trip and see for yourself. It costs you only \$40.

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S.S. "CITY OF TOKIO"Havre, London, Rotterdam & Hamburg 25th July.

S.S. "CITY OF PEKIN"Havre, London, Rotterdam & Hamburg 25th Aug.

BOSTON, NEW YORK & BALTIMORE AMERICAN & MANCHURIAN LINE

S.S. "CITY OF OSAKA" via Suez Canal 13th July.

S.S. "CITY OF EVANSVILLE" via Suez Canal 10th August.

S.S. "CITY OF HALIFAX" via Suez Canal 9th Sept.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK & HAVANA AMERICAN & ORIENTAL LINE

S.S. "FORREBANK" via Suez Canal 20th July.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE

S.S. "TINHOU" 7th August.

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to: Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindi, Port Nolloth, Luderburg, Bay, Walvis Bay, and Madagascar.

For freight of passage on any of the above lines apply to—

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (Under Contract with H.M. Government.)

S. S.	Tons	From Hongkong About	Destination
*KHYBER	9,114	7th July	Marseilles, London, Antwerp & Hull.
RAWALPINDI	10,619	21st July	Bombay, Marseilles & London.
*NANKIN	7,058	28th July	M'iles, L'don, A'werp, R'dam & H'burg
*KASHMIR	8,985	4th Aug.	Marseilles, London & Antwerp.
*KIDDERPORE	6,234	14th Aug.	Suez & Bombay.
*RAJPUTANA	10,508	18th Aug.	Bombay, Marseilles & London.
ALPORA	5,273	28th Aug.	Straits & Bombay.
NALDERA	10,038	1st Sept.	Bombay, Marseilles & London.
*KALYAN	9,144	15th Sept.	Marseilles, London & Antwerp.

*Cargo only. *Calle Casablanca.
Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
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BRITISH INDIA-APCAR SAILINGS.

TAKADA	8,949	7th July	Singapore, Penang & Calcutta.
TALAMBA	8,018	16th July	Singapore, Penang & Calcutta.
TALMA	10,000	3rd Aug.	Singapore, Penang & Calcutta.
TAKIWA	7,956	13th Aug.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

*RAFURA	6,000	3rd Aug.	Manila, Sandakan, Thursday Island.
TANDA	6,956	31st Aug.	Townsville, Brisbane, Sydney & Melbourne.
*ST. ALBANS	4,500	28th Sept.	Melbourne.

*Calle Port Holland and omits Sandakan.

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The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu,
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The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

*NELLORE	6,853	6th July	S'hai, Moji, Kobe & Yokohama.
KASHMIR	8,985	6th July	S'hai, Moji, Kobe & Yokohama.
TALMA	10,000	10th July	Amoy, S'hai, Moji, Kobe & Osaka.
ABATARA	6,000	10th July	Moji, Kobe, Osaka & Yokohama.
*KIDDERPORE	6,234	14th July	Shanghai, Moji & Kobe.
*TAKIWA	7,956	18th July	Amoy, Moji, Kobe, Osaka & Y'ham.
ALPORA	5,273	18th July	Shanghai & Kobe.
RAJPUTANA	10,508	20th July	S'hai, Kobe & Yokohama.
SANTHIA	7,754	28th July	Amoy, Moji, Kobe & Osaka.
KALYAN	9,144	31st Aug.	S'hai, Moji, Kobe & Yokohama.
TANDA	6,956	7th Aug.	Moji, Kobe, Osaka & Yokohama.
*TILAWA	10,000	7th Aug.	Amoy, S'hai, Moji, Kobe & Osaka.
NALDERA	10,038	17th Aug.	Shanghai.
KASHGAR	9,005	31st Aug.	S'hai, Moji, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.

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*Passengers for Rangoon must defray their own Hotel expenses at
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S.S. "CITY OF OSAKA"		Via Suez Canal	18th July.
S.S. "DARDANUS"		Via Suez Canal	27th July.
S.S. "CITY OF EVANSVILLE"		Via Suez Canal	10th Aug.
S.S. "LYCAON"		Via Suez Canal	24th Aug.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

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Shanghai & Canton; JARDINE, MATHISON & CO., LTD., Canton.

SHIPPING GUIDE.

ONE THE GERMANS
LACKED.

WAR-TIME COPY.

Mr. F. A. Mayne, the Assistant
Secretary of Lloyd's Register of
Shipping, who is to retire after
fifty years of service with the
Society, is one of the most interest-
ing personalities in the City.

Mr. Mayne is a storehouse of
knowledge on everything connected
with shipping. His memory carries
him back to the days of sails and
the "clippers."

"When I first came into the city
the 'Cutty Sark'—the famous tea
clipper—was ten years old," Mr.
Mayne told a correspondent.
She was one of the wonder-
ships of the time, and Capt.
Willis, her owner, was on the com-
mittee of this Society. I remem-
ber him well, and the white top
hat he always used to wear. The
"Thermopylae" was the vessel
which vied with the "Cutty Sark"
as the fastest in the world.

"The fastest run then was equal
to about fifteen miles an hour.
The 'Mauretania' can now do 25
to 26 knots.

"Lloyd's Register," Mr. Mayne
added, "issues rules for the con-
struction of all classes of vessels.

"During the war the German
Government was very anxious to
obtain a copy of the 'Register,'
and the first inquiry of a submarine
commander from a captured vessel
was for a copy of the work."

Mr. Mayne possesses a copy of the
register which the German Govern-
ment caused to be made. Attempts
were made in Germany by every
means to obtain copies of the for-
nightly supplements issued by the
Society.

[The "Cutty Sark" was built at
Dumbarton in 1869. Her most
famous skipper was Captain Wood-
get, under whose command she
once sailed 353 sea miles in a day—
a wonderful feat.

Four years ago, at the age of 78,
Captain Woodget again took com-
mand of her when she left her
moorings at "Falmouth for a trip
in connection with 'Fowey Re-
gatta.'" Captain Woodget died
last March.]

CONSIGNEES.

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE.

FROM EUROPE.

THE Steamship
"CITY OF PEKIN"

Having arrived, Consignees of Cargo
by her are informed that all Goods
are being landed at their risk into
the hazardous and/or extra-haz-
ardous Godowns of Holt's Wharf,
whence delivery may be obtained.

No Claims will be admitted after
the Goods have left the Godowns,
and all Goods remaining undeliver-
ed after 11th July, 1928, will
be subject to rent.

All Claims against the Steamer
must be presented to the Under-
signed on or before 18th July,
1928, or they will not be recognis-
ed.

All broken, chafed and damaged
Goods are to be left in the Godowns,
where they will be examined on any
Tuesdays or Fridays, between the
hours of 10.45 a.m. and Noon, with-
in the Free Storage period of One
Week.

No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by

THE BANK LINE LTD.

General Agents.

Hong Kong, 5th July, 1928.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO',
ANTWERP, LONDON, STRAITS &
PHILIPPINES.

THE Steamship
"BENARITY"

CONSIGNEES of Cargo are
hereby informed that all Goods are
being landed at their risk into the
hazardous and/or extra hazardous
Godowns of the Hongkong & Kow-
loon Wharf and Godown Co., Ltd.,
whence and/or from the wharves
delivery may be obtained.

No claims will be admitted after
the Goods have left the Godowns,
and all Goods remaining undeliver-
ed after the 5th July, 1928, will be
subject to rent.

All claims against the steamer
must be presented to the Under-
signed on or before the 19th July,
1928, or they will not be recognis-
ed.

All broken, chafed and damaged
Goods are to be left in the Godowns,
where they will be examined on the
4th July, 1928, at 10 a.m., by Messrs.
Goddard & Douglas.

No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by

GIBB, LIVINGSTON & CO. LTD.

Agents.

Hong Kong, 27th June, 1928.

HOME YARDS.

CRITICISM OF THE
SETTLEMENT.

VERY PROPITIOUS.

The promotion of peace and good
will in our industries must help to
improve trade and lessen unemploy-
ment. It is therefore welcome
news that the long-standing dis-
pute about wages in the ship-
building trades has been settled.
The associated employers, though
hard hit by the lack of orders for
new vessels, had recognised the
claims of the more poorly-paid men
so far as to offer a small increase
in the bonus to time workers.
Their offer, amounting at most to
an advance of three shillings a week
in two instalments, was at first
viewed somewhat doubtfully. Later
however, it was announced that the
unions in the Federation of Engi-
neering and Shipbuilding Trades
had accepted the offer. It is un-
derstood that there was a decisive
majority of something like eight
to one in favour of the settlement.
Furthermore, the unions are now
pledged to nominate a committee
which, in concert with the employ-
ers' representatives, will try to
devise some method of regulating
wage rates in accordance with the
fluctuation of the industry. If
wage questions could thus be au-
tomatically settled, as in the metal,
boot and shoe, and other trades,
the shipbuilding industry, employ-
ers and workmen alike, and the
nation as a whole would benefit.

This settlement is all the more
propitious because it follows quick-
ly upon the equally notable decision
of the Amalgamated Engineering
Union a fortnight ago to end an
ancient quarrel by recognising the
practice of payment by results.
It is not too much to say that this
decision opened a new and happier
era for our great engineering indus-
try, in which the employers' asso-
ciations and the trade unions will
now co-operate for the common
good.

To the half-million engi-
neers who were thus enrolled under
the hammer of industrial peace we
may now add the half-million work-
men whose living depends direct-
ly or indirectly upon the shipbuilding
industry. The moral effect of the
action taken by the accredited
leaders of this vast body of skilled
workmen must be profound and far-
reaching. The far-sighted em-
ployers whom Sir Alfred Mond has
enlisted in his praiseworthy move-
ment for peace in industry will be
encouraged, and the sane and
moderate men who really form the
majority in every trade union will
find it easier to control and dis-
cipline the mischief-makers.—Lon-
don "Daily Telegraph."

TOWAGE.

SCAPA FLOW TO
ROSYTH.

The history of towage is filled
with innumerable romances and
stories of apparently insurmount-
able difficulties overcome, but it is
doubtful whether anybody has ever
proposed to undertake a more extra-
ordinary tow than that of the re-
mains of the German battle cruiser
"Moltke" from Scapa Flow to
Rosyth, bottom upwards. She is
one of the ships that
were scuttled by the Germans
after the Armistice, and has
been salvaged in accordance with the
agreement with the Admiralty to
clear the anchorage. But in order
to show a profit to the firm under-
taking the work it is necessary to
break her up and get her material,
and although most of the smaller
ships have been scrapped on the
shore of the anchorage, that is im-
possible with a big battle cruiser,
and the work is accordingly to be
done at Rosyth, where there is
proper equipment and where the
unemployment situation is serious
since the closing of the dockyard.

The tow is to be undertaken be-
tween the 1st of May and the end
of August by three German tugs of
the well-known Bugalar Company,
the compressed air installation and
all the precautions for keeping her
afloat being in command of Com-
mander Kay, the well-known Liver-
pool salvage expert. The con-
tract is on the "no completion no
pay" principle, and although nobody
can deny the extreme difficulties of
the work, even with the chance of
choosing their weather over a very
considerable period, it will be a
very great feather in the cap of the
German concern if they contrive to
carry it out, and the keen war
which they are now waging with
the big Dutch towing concerns
makes this credit of all the more
importance to them.

The people of Hastings are
petitioning the Trinity Brethren to
remove the new lightship, recently
placed on the Royal Sovereign
shoal, and replace the old one. This
new vessel has a siren, nicknamed
"Mournful Mary," which produces
a dismal bellow ending with a
ferocious grunt that can be heard
for miles inland. It is urged that
the old siren was good enough for
its purpose.

PASSENGER LIST.

DEPARTURES.

Passengers left Hong Kong yes-
terday by the "Empress of Russia"
for Shanghai and Japan were:—
Mrs. Ang Tok-hang, Rev. G.
Blanco, Miss D. Bewley, Mrs.
D. M. Bigger, Mr. A. S. Brown,
Mrs. B. Bartoloneu, Rev. P. Gereyal,
Mr. Chan Chin-fung, Mr. Chan Lai-
fung, Miss Chan Siu-ping, Mr.
Cheung Hing-fat, Mr. Chan Kee-
yim, Mr. Chan Kin-fung, Mr. and
Mrs. A. Cameron, Mr. Chew Kai-
kong, Miss M. L. Champion, Mr.
Chun Hung-sun, Mrs. Chan Kin-
fung, Mrs. Chung Shi, Mr. Chan
Kuen-shang, Mr. L. K. Chang, Mr.
Choy Bing-nam, Mr. Chow Quan-
chuen, Mr. and Mrs. Chow Saan-
chee, Mr. Chu Lai-chuen, Mr. H.
Chen, Mr. M. Dorian, Mrs. A. F.
Daly, Mr. A. Dodd, Mr. L. Eli, Mr.
F. Edmonson, Mr. R. E. Francis,
Mr. and Mrs. S. T. Fung, Mr. Gee
Mu-tien, Sister Mary of St.
Gertrude, Mrs. Gee Shee, Miss C.
Gardner, Mr. D. M. Goodall, Sir E.
Gibson Craig Carmichael, Bt., Mr.
F. Gispert, Mr. J. R. Grove, Mstr.
S. Handelman, Mr. F. H. Hale, Sis-
ter Mary of St. Herbert, Miss Har
Nui, Mr. Hung Ying, Mr. W. Hall,
Mstr. S. Hall, Mr. Ho S. Shan, Mrs.
S. Y. Huang, Mr. W. Harper, Mr.
S. W. Hoo, Miss W. Hoo, Mr. Ho
Leung, Mrs. A. M. Josephic, Mr.
E. K. Jureidini, Mr. J. J. Kerwin,
Mrs. L. Kolometz, Mr. Kwan Tsai-
chuen, Mrs. Kwok Baw, Miss E.
Kwok, Sir E. Kadoorie, Mr. L.
Kadoorie, Mrs. N. H. Kaw, Mr.
C. Y. Kaw, Mr. S. F. Kung, Rev.
C. Lobo, Dr. T. D. Lee, Mr. Ernest
Lee Foon, Mr. and Mrs. A. Levett,
Mr. G. Litton, Mr. C. W. Leung,
Mr. W. M. Leung, Mr. Lam Chai-
chang, Mr. Lung Kar-cheung, Mr.
Lam Chung-mow, Mrs. Leung
Tung-she, Mr. Leung King-wah,
Mrs. W. Lim, Mrs. Lee Yik-ming,
Mrs. Leung Chan-she, Mrs. L.
Limid, Mr. Liu Sik, Mr. K. P. Lo,
Mr. H. H. Leung, Mr. Lo Tze-
kiang, Mr. Lee Ying-lum, Mrs.
Lung Shee, Mr. C. Little, Mrs. E. B.
McKinley, Miss J. McKinley, Mstr.
R. McKinley, Mr. J. N. F.
Mongullot, Mr. and Mrs. R.
McKellar, Mr. Manlan Wong, Mr.
W. E. Morley, Mr. T. K. Mark, Mr.
S. C. Ng, Mr. Ng Siu-hong, Mrs.
Ng Shee, Mr. Ngan Siu-hang, Mr.
Y. S. Ng, Mr. K. Nakagawa, Mr.
W. H. Peters, Mr. J. A. H. Plummer,
Mr. and Mrs. R. Pereira, Mr. A.
Ramos, Mrs. E. M. Rodd, Miss E. L.
Rodd, Capt. and Mrs. J. Scott,
Mrs. C. See, Mrs. Y. See, Miss J.
Schierhorst, Mrs. Stone, Mr. H. C.
Shrubsole, Mr. L. B. Stiles, Mr.
Tang Shin-chun, Mr. Tsent Kwong-
hoi, Miss A. P. T. Thomson, Mr.
Tam Sheung, Mr. Liap Kong-chan,
Miss W. L. Taylor, Mr. Tang Kai-
in, Mr. Tam Kat-choy, Mr. S. U.
Tsai, Mrs. R. E. Tottenham, Hon.
Mrs. E. C. T. Warner, Mr. and Mrs.
I. Weinstein, Mr. F. R. West, Mr.
Wah Nam, Mr. Wong Siu-hong, Mr.
S. T. Wong, Mr. T. Wong, Miss
H. M. Wilson, Mr. Wong Siu-wan,
Mr. Wong Ken-hoi, Mr. S. M. Wong,
Dr. Y. C. Wai, Mr. C. Wallace, Mr.
and Mrs. Wat For-yam, Mr. and
Mrs. A. Weismann, Miss P. E.
Wong, Mrs. J. A. Walker, Mr.
Young Mong-hing, Mr. J. H. M.
Young, Mr. Yew Yin-wan, Mrs. Yee
Euan-shee, Mr. G. H. Young, Mrs.
Yip Kew-shik, Mr. Yip Kew-him,
Mr. Yu Yee, Mr. Yee Siu-lum, Mr.
Yang Yick-chon.

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see all the sights of America on our railroad stop-
over privileges, and from New York sail via the
regular North Atlantic Lines. Let's go
that way this year!"

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The Sunshine Belt via Honolulu
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Pres. Harrison		Aug. 12th 8 a.m.
Pres. McKinley		July 10th 2 a.m.
Pres. Grant		July 24th
Pres. Cleveland		Aug. 7th
Pres. Pierce		Aug. 21st

To Manila

Pres. Adams		July 7th 6 p.m.
Pres. Adams		July 15th 8 a.m.
Pres. Grant		July 17th 6 p.m.
Pres. Lincoln		July 21st 6 p.m.
Pres. Garfield		July 29th 8 a.m.
Pres. Cleveland		Aug. 31st 6 p.m.

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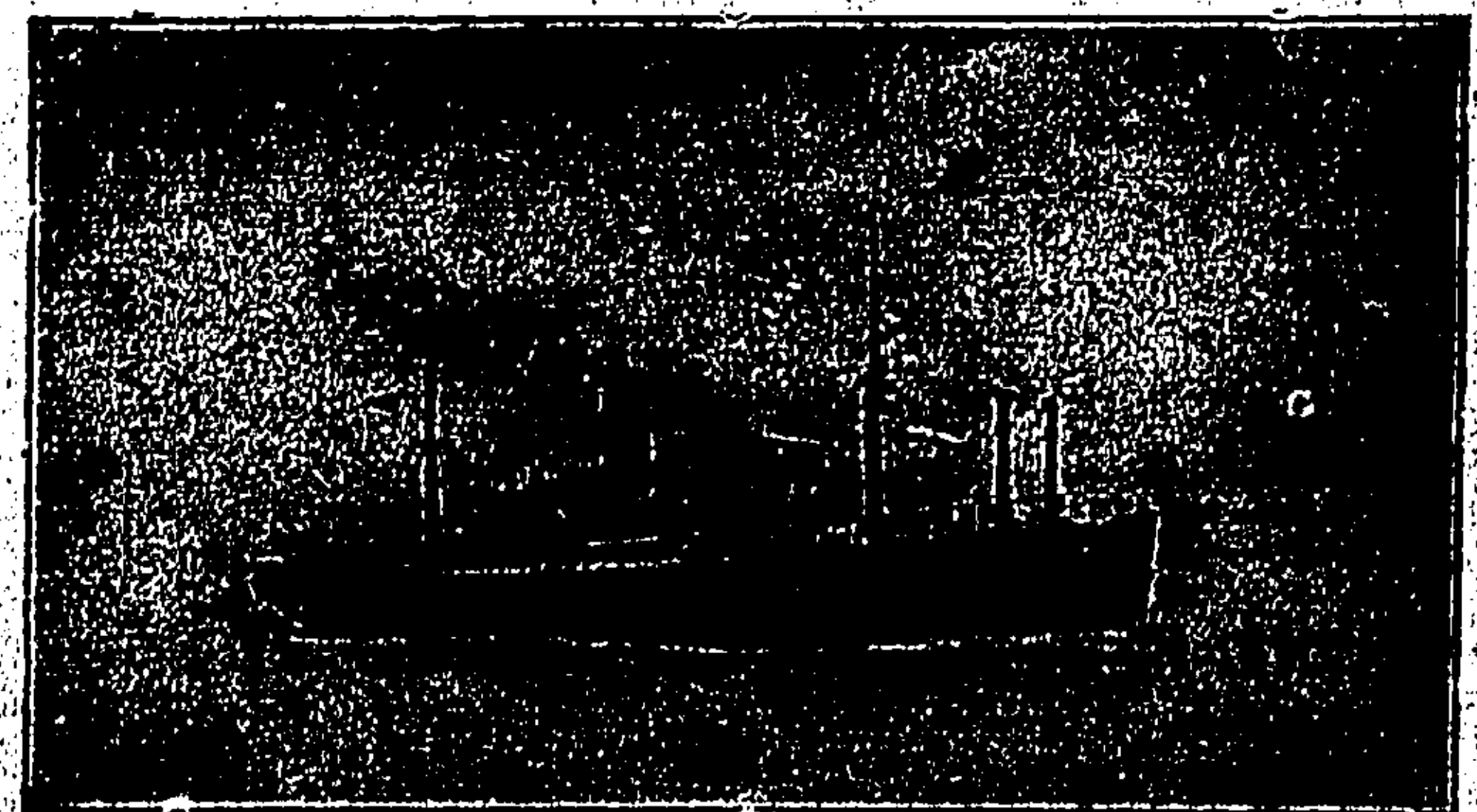
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Hong Kong, Thursday, July 5, 1928.

GLUT OF UNIONISM.

The "Jervis Bay" affair has again come into the news by virtue of a question in the House of Commons as to why a slow-going warship was sent to the assistance of the liner in response to the captain's call consequent upon eight stowaways causing considerable trouble on board. This point may have its particular qualities, but what we would like to see is a thorough-going examination of and investigation into prevailing conditions which make such incidents possible. Trade unionism, as it exists in Australia, was, in our mind, responsible both for the dangerous antics of the malcontents and the severely-criticised call of the captain of the vessel for help. From the reports received here it appears that the eight men, when discovered, refused to work; and refusing to work appears to be a favourite pastime of the Australian "worker." Trade unionism—the Australian variety—has such a hold upon the "workers" and industry generally that the least little dispute can, and generally does, precipitate a strike. Australia without a single strike in progress is as easy of contemplation as Hong Kong without a single beggar.

That the captain of the "Jervis Bay" feared the trouble would spread is easily understood by anyone who has, however briefly, studied the ways of unionism in Australia. Among a race of "workers" with whom dissatisfaction is always rife there exists a peculiar form of clannishness which makes them ever ready to side with whoever they consider to be the under-dog, and Australian shipping men are particularly

partial to this clannishness. The history of the Commonwealth Line is choked with innumerable instances of waywardness and indiscipline and general bad behaviour aboard the vessels. If, therefore, a portion of the crew, say, had ranged themselves alongside the stowaways, the situation aboard the "Jervis Bay" would have been of a much more serious nature than happily transpired. It was an eventuality against which the skipper, in duty bound, had to guard, and the most reasonable manner of preventing further trouble was, in our opinion, to signal for assistance.

Whilst on the subject of Australian trade unionism it is interesting to record that the ladies in that delightful country are in no way shy of presenting their "demands" from time to time. The latest illustration to come to our notice concerns the women teachers of Perth, who have presented a "demand" to the Minister for Education for "equal pay for equal work." This is their slogan, and they are backed by such bodies as the Women's Service Guild, the Western Australian Housewives' Association, and the Women's Christian Temperance Union. The mere mention of these associations shows how all-embracing is unionism in the country. Trade unionism, of course, in cases does much good and has, so far as England is concerned, undoubtedly resulted in better living conditions for workers as a whole. But in Australia, it seems, they are carrying the idea too far, not only in regard to the "workers" but also in regard to the professions. In the long run this excess of unionism is likely to prove a Frankenstein to that young and lusty and growing country. Which is a pity.

An Exchequer Windfall.

Out of evil good not infrequently comes, and that such is the case occasionally compensates not a little. The recent tragic death of the Hon. Elsie Mackay was a deplorable blow not only to her family and friends but to all who admire the excellent work of those gallant pioneers who are still trying to prove the feasibility of flying across the Atlantic Ocean in an aeroplane. Among those pioneers who will be held in high regard, even though her effort was unsuccessful, will be the Hon. Elsie Mackay, a lady who, not in any way in the spirit of sensationalism or for personal notoriety, but wholly because she was deeply interested in aviation and had the means at her disposal to further her ambitions in that respect, did what she personally could to prove that flying the Atlantic was nowadays well within the bounds of possibility. The Hon. Elsie Mackay was well

aware of the tremendous risk she ran but, like a true pioneer, was willing to venture much. She is well worthy of the memorial now set up for her by her family. To no more worthy cause could her enormous fortune be devoted than towards helping to remove the vast load of debt with which the nation is now saddled—and there can be little doubt that should the large sum involved remain to accrue for the stipulated period of half a century, it should go far towards alleviating the heavy burden of the National Debt which, directly or indirectly, detrimentally affects every person in Great Britain.

Li King-yin (37) unemployed, living at No. 41, Tung-street, was arrested on a warrant for embezzling \$92.60.

At 3 o'clock this morning, a Chinese jumped into the harbour near the China Merchant's Wharf. He was fished out.

A woman was sentenced to 3 months' hard labour, by Major C. Willson this morning, for obtaining the sum of \$250 from a man by false pretences.

A Chinese cyclist, charged for assaulting a motor-car driver, was ordered to pay the complainant \$10 compensation and was further bound over for his good behaviour.

A fine of \$1,500 or 4 months' imprisonment was imposed (at the Central Magistracy to-day) on a Chinese, charged with having in his possession 20 taels of opium.

A "boy" employed at a local hotel and a ricksha coolie were charged with committing a public disturbance yesterday. The "boy" was discharged and the coolie fined \$3.

An unemployed Chinese, named Ng Hay-ho (34), of No. 22, Battery-street, was arrested for having obtained \$3.40 by false pretences, and for impersonating a policeman.

The forthcoming marriage is announced of Mr. Havly Leroy Docker, engineer, of No. 15, Village-road, and Miss Emilia Rose Rossetti, of No. 4, Village-road, Happy Valley.

Three men who are also suspected of having some connection with the recent robbery of No. 84, Des Voeux-road West, were arrested on Tuesday morning, says a Chinese report.

A Chinese boy, four years of age, residing at No. 16, Bonham-road, was removed to the Government Civil Hospital on the 1st inst., suffering from firewood burns. His condition is considered serious.

Two men were charged with stealing \$70 from a pedestrian on Des Voeux-road Central yesterday morning. One of the defendants, a returned banished, was sentenced to one year's jail and 20 strokes while the other got 6 months.

A Chinese woman, named Chan Hay Tea, 22 years of age, residing at No. 36, Main-street, Shaikwan, attempted to commit suicide by jumping into the harbour from a Yaumatei ferry yesterday. She was saved by the crew and was removed to G.C.H.

Five months' hard labour and 20 strokes of the birch was imposed by Major C. Willson, O.B.E., on a banished, who returned to the Colony. A similar sentence was meted out to a Chinese, banished in 1924 for 10 years, who returned to the Colony yesterday.

Messrs. Lammert Bros. are auctioning a Douglas 2 1/2 H.P. motor cycle (in good running order) at their Sales Room on Friday at 3 p.m. On Saturday, at 10.30 a.m. 27 cases of marine motors and three cases of medicine, etc. will be put up for sale.

Before Commander J. B. Newell, D.S.O., R.N., at the Marine Court this morning, Lance Sergeant Hudson, of the Water Police, charged Lam Lau-yau (54), coxswain of the motor schooner, "Chiu Yat Maru," of Chiochau, for anchoring the vessel, while laden with 200 tins of kerosene, off the Shamshuipo pier (which is outside the dangerous goods anchorage). Defendant, who pleaded guilty, was fined \$50, or, in default, one month's hard labour.

Lance Sergeant Bowers, of the Water Police, charged the masters of four fishing boats (before Commander J. B. Newell, D.S.O., R.N., at the Marine Court) for fishing early this morning in prohibited areas, and with using bright lights to attract fish. Two of the defendants were arrested in the Southern fairway and the other two in the Central fairway. They were fined \$10 each with the alternative of ten days' hard labour.

CORRESPONDENCE.

TENNIS SHIELDS

[To the Editor of the "China Mail."] Sir,—I shall be obliged if you will publish this letter in order that I may be able to ascertain the name or names of the donors of the 1st and 2nd Division Tennis Shields.

The 1st Division Shield was first competed for in 1909 and was won by the Kowloon Cricket Club, and the 2nd Division Shield in 1916 being won that year by the Vanguard Club (now non-existent). Will any old resident give me any information on this point?

Thanking you for your kind courtesy in this matter.

Yours, etc.,

D. S. GREEN.

Hon. Secretary.

H. K. Lawn Tennis Association.

Hong Kong, July 5, 1928.

BUDDHIST WORLD CONFERENCE.

[To the Editor of the "China Mail."] Sir,—During last year, a certain number of Buddhists have suggested the idea of holding a Buddhist world conference, representing the Buddhists of Burma, Ceylon, Siam, Cambodia, China, Japan and Tibet.

The primary effect of such a conference is not to propagate Buddhism, but rather to throw the weight of Buddhist public opinion on the side of certain world reforms, which are urgently necessary, and for the promotion of which religionists of other faiths are working all over the world. Buddhist public opinion, if organised, can do a great deal throughout the world, and the conference is an attempt to do so. It is proposed to direct the work of the conference to a discussion of the following problems. 1. The abolition of alcoholism. 2. The stamping out of prostitution and the traffic in women. 3. The abolition of cruelty to animals in every form. 4. To prevent the exploitation of the masses by unscrupulous methods in business and commercial expansion. 5. To inculcate arbitration and round table conferences, such as that of the League of Nations, as a way of putting an end to war between nations.

The above objects are very well known amongst reformers, but they have a special meaning for the Buddhists, since by the code of morality which every Buddhist accepts from the Lord Buddha, each Buddhist is pledged to these objects. For instance, the first of the five precepts or Pancha Sila is to refrain from killing in every form, and this necessarily imposes on the Buddhist work for peace.

The second precept inculcates abstinence from theft, and so it includes also the unscrupulous ways in business which, though not legal thefts, are thefts in fact. The masses are being exploited in many lands by "big business," and much has to be done to show that it is possible for business to be ethical and not to infringe upon any principles of morality.

The third precept of Buddhism inculcates refraining from adultery and sexual abuse of every form. Obviously, this throws the weight of Buddhism on the reform for the abolition of prostitution and the white slave traffic which goes with it.

The fifth precept is a clear statement of refraining from drink of every kind and from drugs also, which have intoxicating effects. Every Buddhist, therefore, pledges himself to work or prohibition. If such a Buddhist Conference as is proposed were to meet and give its considered support in favour of these reforms, there is no doubt whatsoever that not only will the reforms be developed in Buddhist lands but much encouragement also will be given to reformers in non-Buddhist faiths.

The conference will be ready to co-operate with any other organisation which has similar objects. The conference will strictly exclude from its discussions every topic which deals with politics and the subject of Nationalism.

Tentatively it is proposed to hold the conference during the middle of January, 1929, in Rangoon, but it may not be possible to organise it by this time.

The proposers desire to get into touch with all in Buddhist countries who sympathise with these objects. Necessarily, funds will have to be collected to bring representative Buddhist monks from various countries to the place of the conference. Rangoon is selected as being fairly central geographically. All in sympathy with the above project are cordially invited to communicate with Mr. Saw Hla Pru 107, 49th Street, Rangoon, Burma. The national organisers of the conference are:—

Ceylon:—C. Jinanadasa, M.A. (Cantab), Vice-President of The Theosophical Society, Adyar, Madras.

Burma:—Saw Hla Pru (ex-Township Judge), General Secretary, Burma Section, The Theosophical Society, Rangoon, Burma.

Tibet:—Tsering Phuntsog, Kalimpong, Bengal, India.
India:—C. Krishnan, B.A., B.L., Editor of "Mitavadi," Calcutta, India.

Yours, etc.,

HERBERT E. LANEPART.

Hong Kong, July 1, 1928.

BREACH OF PROMISE.

"SENTIMENTAL" DAMAGES.

[By A Legal Correspondent in the "Daily Telegraph."]

Actions for breach of promise of marriage appear to be rather less popular than they were twenty or thirty years ago. A possible explanation is that, as a result of social changes, fair plaintiffs have less hope of inducing juries to award them "sentimental" damages. To ask, or permit, juries to assess the emotions in the coln of the realm has always been considered by many people as a task outside their proper functions; and the prospect of its soon becoming unnecessary, for the season just mentioned, and of breach of promise being dealt with on the basis that applies to other forms of contract, will therefore give satisfaction in some quarters. Suspicion of blackmail lies heavy on many of these claims. It arises not so much from actions actually tried in court as from others that are launched but never reach that stage, and so never come into the light. Solicitors are familiar with claims made by designing women when no promise has been made, and with claims founded upon vague promises extracted from inexperienced men when they were not in a condition to speak sanely upon any subject. They know, too, that not infrequently the victim prefers to write out a cheque rather than face the public exposure of his frailties.

A Fraudulent Case.

There was a curious case in the courts some time ago, where even in very suspicious circumstances sentiment played a dangerous part. The unhappy defendant alleged attempted blackmail and immoral propensities on the part of the plaintiff. The jury took a more favourable view of the lady, keenly sympathised with her, and awarded her very substantial damages running well into three figures. Then the defendant appealed, and when the day arrived for hearing the appeal the lady did not appear. Inquiries had revealed that she already had a husband living. While such a case as this proves that it cannot be said that fraudulent cases never come into court, it may partly explain the fact, vouched for by professional men, that the woman who is really deserving of sympathy is often moved to shun publicity.

The 'eighties and 'nineties will be remembered as a period rich in famous breach of promise actions, in which damages ranging from £2,000 to £10,000 were awarded. One case was settled at the record figure of £50,000. Such actions are never heard of nowadays. The parties are almost invariably in humble life; the damages are very small—not infrequently the "contumacious farthing," as it was called by Baron Bramwell is thought sufficient—and cannot by any stretch of imagination be supposed to represent an excess of sentimental feeling on the part of the jury.

BIG WHEEL TO GO.

BLACKPOOL DECISION.

The directors of Blackpool Winter Gardens decided to remove the Big Wheel, which for thirty-two years has been a famous landmark of the Lancashire coast.

They state that, having before them reports of engineers, they cannot justify the continuance of the wheel owing to its condition. The cost of overhauling would be such as to make it unprofitable for revenue purposes, and therefore at the close of the present season the wheel will be dismantled.

The wheel is 220 feet high, and, with cars attached, weighs 1,000 tons. The thirty cars can carry 900 passengers.

SHANGHAI'S WORRIES.

Tram Tribulation.

The following letter was recently sent to the Editor of the "North China Daily News."

Sir,—May I, through your valuable paper express my three questions which will be of great interest to the public in general.

Why shall people spit in the streets, causing bad sensations to all present?

Why shall people smoke in the memory that smoking and spitting are strictly prohibited, specially in the ladies' presence?

I am, etc., J. M. R. Shanghai, June 22, 1928.

"THE DOVE."

UNITED ARTISTS' PICTURE AT THE QUEEN'S.

SPLENDID DANCING.

"The Dove," featuring the popular and beautiful screen star, Norma Talmadge, in her first United Artists' picture, is being screened at the Queen's Theatre as the big attraction until Saturday.

Against a background of guitars, flutes and rosettes, pretty ladies and haughty gentlemen, in the characterisation by Norma Talmadge of "The Dove," a beautiful dancer Gilbert, Roland supports her in weaving a love plot, and her trials and tribulations, contribute to the interest of the story.

The piece is splendidly directed by Roland West, and is claimed to retain all the colour of the original stage play.

Excellent Dancing.

Reappearing before the public by popular request, Miss Cherie Valentine and Miss Tomasita Birdwell gained warm applause for their splendid dancing in an entirely new programme. Not only was the dancing well received, but their singing was repeatedly encored.

STAR THEATRE.

A GAY STORY OF THE HECTIC LIFE.

A hilarious French farce, "Blonde or Brunette," with Adolphe Menjou and Greta Nissen in the leading roles, is the main picture at the Star Theatre from to-day till Saturday. The story is extremely piquant. In his desire to lead a quiet home life, a young millionaire marries a charming blonde, a demure country miss. Starring off on a business trip, he leaves her in charge of a city friend, and on his return, finds she is a different woman, having developed a taste for jazz and the hectic life. The couple are divorced, and the young man marries a beautiful brunette. The hilarious climax comes when the young man and the two ladies are stranded at a country house, and his hosts, unaware of the true position, insist on putting him into the wrong room. It takes two divorces, three marriages and the combined efforts of a detective and a sharp-witted grandmother to straighten things out. Greta Nissen appears as the blonde, and Adolphe Menjou as the brunette. "Blonde or Brunette," is at once comical and daring and is sure to be thoroughly enjoyed.

WORLD THEATRE.**"CRADLE SNATCHERS" STARTS TO-DAY.**

"Cradle Snatchers," an excellent comedy of three wives who prove they are not as simple as they seem, comes to the World Theatre to-day as the chief picture until Saturday. Determined to teach their philandering husbands a lesson, the wives hire three college boys to play the part of lovers. While the wives and their hired admirers are at a country house, the husbands suddenly arrive. Thereafter, the fun becomes fast and furious, ending in the complete cure of the husbands who promise to reform and never leave home again. Louise Fazenda has the leading role as one of the wives who insists that she may as well get some fun out of the business and so chooses the most ardent of the three college boys as her swain. Sammy Cohen of "What Price Glory" and "The Gay Retreat," does some clever work in the impersonation of a flapper, while J. Farrell MacDonald also contributes his share of laughs.

BALLOON IN FLAMES.

EXCITING SCENE AT AIR STATION.

A new large observation balloon which was being experimented with for the first time at Puhnam Air Station burst into flames. The balloon was some 500ft from the ground when the rudder bag was seen to sag heavily.

The bag gradually tore away from the main fabric, and suddenly there was a loud explosion, and the whole balloon became ignited. The balloon then became detached from its cable, and drifted to the ground about half a mile away, where it was consumed in a very short time. The long grass caught alight, and was beaten out by men of the R.A.F. balloon section with the aid of empty sandbags.

Fortunately, the wind carried the balloon away from the large hangar, in which the R.A.F. was recently dismantled. Burnt pieces of fabric were carried to Dis, over eight miles away.

THE DUKE'S APPEAL.**"GIVE THE FARMER A CHANCE."**

VISIT TO LEICESTER.

The Duke of York emphasised the need of harmony between town and country in Great Britain at the Leicestershire Agricultural Show luncheon at Leicester. "We must all give a fair price for our food," he said, "and provide the farmer with a chance to make farming pay."

"My brother, the Prince of Wales, was present at the inauguration of the show ground," continued the Duke, "which, thanks to generous support, is now nearly paid for. This shows that the townsmen of Leicester, though not actually concerned with agriculture, have a really good feeling towards the farming community."

Responding to the loyal toast, the Duke said that he was glad to be there, because he had brought the Duchess, whose first visit to Leicester it was, with him. It would give the Duchess an opportunity of meeting the farmers of Leicestershire, with whom, and over whose land, he had spent so many glorious days hunting.

Before the luncheon the Duke and Duchess inspected various sections of the show, which include exhibits of the King and the Prince of Wales, and, after they saw the parade of prize-winners and watched the riding and jumping.

The Duke received a cheque for £1,700, subscribed within the last three weeks in the city and county, in aid of the Industrial Welfare Society, of which he is president.

Royal Successes.

Among the show awards, the King's Appleton Heirloom, on its first time out, was first in the Shire Colt Yearling class, and his Mistress Cole was third in the Two-year-Old Shire Filly class. The Prince of Wales, sending from Grove Farm, Lenton, Nottingham, gained the following awards: First in the class for Short-horn Bulls calving previous to January 1, 1927, with Climax and Rumden Monarch II; first and second in the Short-horn Bull class calving after that date, with Lavender Royal III, and Lenton Royal Knight, respectively.

A HORRID DOUBT.

[By G. H. Leggett.]

Dear Lady, if I understand As quickly as I can, 'Tis not to one, but all the sex I speak, a married man.

Dear Lady, if I understand One thing, well I am—blest. Will you be charitable and Please set my mind at rest?

So now, dear Lady up-to-date, And chic as chic can be, Bear with me while I briefly state What 'tis that puzzles me.

The problem, I confess it, deals With knees and—well, with calves; These fashion more and more reveals Nor does the thing by halves.

Not that the slightest I object (What man could have the heart?); Fair are your charms though you elect To drape not all but part; Nor have they since those distant years Grown less, though more are seen.

Of facile blushes, faintings, tears, And floating crinoline. But fashion in its whim ordains A figure slim and svelte, And some there are take frightful pains Convexities to melt.

The tales I'm told of those who eat One ounce or so per meal Until for slimmest they'd defeat Just any conger eel!

Now (if I'm wrong please contradict And dissipate my doubt), Doesn't fashion with herself conflict In modes which "cancel out"? Greatly I fear that those who fast And dully thinner grow, Must shrink and shrink till at the last, They'll have no leg to show!

STOWAWAYS.

ENCOUNTERING BAD TIMES.

WHY THEY DO IT.

During the last few months there has been an epidemic of stowaways at sea. One of them, travelled to America packed in a wooden case, and was only discovered at the Customs wharf. Another, a German shipwright, went over in a new ship in a small compartment he had himself built during the ship's construction, and was only apprehended as he walked down the gang-plank when the ship had reached Hoboken.

Some stowaways have wanderlust. Others want to escape from their own country. But only now and then does one of them escape the ignominy of apprehension and the solitary confinement which in these days has taken the place of ship's "irons."

The immigration laws of the United States and Great Britain are now so strict that only authorised people have right of ingress and egress. If a stowaway is discovered, he cannot be permitted to land. He must be closely guarded, and the steamship company is held responsible for his safety, support, and repatriation. No wonder that stowaways are looked on with almost as much aversion as mosquitoes.

Have to Explain.

In addition, the captain and purser are obliged to write letters to officials and come up before their company directors to explain how it was that the ship's officers were so careless in the first place as to permit the presence of a stowaway on board. Usually stowaways come on board with the cargo. They get jobs on the quayside as casual labourers, and when they have done their last on board the ship they endeavour to hide away until sailing day.

Another method employed is to obtain a ticket of permission to say good-bye to friends. In New York such tickets are given away indiscriminately.

Once a man is possessed of such a ticket he can come on board and mingle with the passengers until the ship sails. Steamship companies now know of this trick, and officers, closely eyeing all the passengers, pass along the decks as soon as the ship leaves the Hudson River. If they notice a doubtful one they are instructed to ask for his ticket. Stories of intending stowaways are apprehended in this way.

Searching Chances.

With ships travelling from Southampton to New York the officers have a chance to search the ship on the cross-Channel passage to Cherbourg. They detect many stowaways and in big ships these are usually deposited in the isolation hospital. They are landed at Cherbourg and handed over to the steamship company's local officials, who prepare themselves for an ordeal by pen and ink with the French authorities.—A Traveller in "Daily Express."

CO-OPERATION.

GENERAL ECONOMIC PROGRESS IN MALAYA.

In a letter to "The Times" Mr. H. P. Clodd, notes that Malaya is following India in furthering what is known as the Co-operative Movement. Years ago the authorities of India, seeing how the ryots were in the clutches of the money-lenders, organised thrift and loan societies with great benefit. Now, in Malaya similar societies are producing equally good results, particularly in the principal rice-producing districts, where the cultivators, saved by co-operation from the clutches of money-lenders and middlemen, are enabled to carry on their work without anxiety and therefore more satisfactorily to themselves and those who depend upon them. The societies have engendered a sense of thrift and especially have they curbed the Oriental tendency for lavish expenditure and consequent heavy debt in connection with marriage, birth of a son, and other celebrations. In this way the co-operative movement is making for the welfare of the people and the general economic progress of the country. For instance, we note from an interesting summary of the proceedings of the Co-operation Board, F.M.S., to hand by the last mail, that from July 1 to Dec. 31 of last year, great progress was made through co-operation in Malaya. A prospective Co-operative Bank of Malaya was established and Co-operative Rubber Factories created, whilst co-operation amongst estate labourers and the Chinese was greatly on the increase. "Malay Mail."

Shadows Before

COMING EVENTS ANNOUNCED IN THE "MAIL."

To-day—Queen's Theatre; "The Dove," reappearance of Miss Cherie Valentine & Miss Tomasita Birdwell, at 9.20 p.m.

To-day—World Theatre; "Cradle Snatchers."

To-day—Star Theatre; "Blonde or Brunette."

July 8-9—Queen's Theatre; "The Cat's Pajamas."

July 8-9—World Theatre; "Painting the Town."

July 8-9—Star Theatre; "California."

July 10-11—Queen's Theatre; "A Little Journey."

July 10-11—World Theatre; "Wages of Virtue."

July 10-11—Star Theatre; "Wild, Wild Susan."

July 12-14—Queen's Theatre; "Mother Machree," also at 9.20 p.m. the Band of the 1st Bn. K.O.S.B. (By kind permission).

July 12-14—World Theatre; "Upstage."

July 12-14—Star Theatre; "Women Love Diamonds."

Lammers' Auctions.

July 6—At 3, Waverley-Terrace, Kowloon Dock, Hunghom, household furniture, 11 a.m.

July 6—At Sales Room, 4 Duddell-st., valuable collection of postage stamps, 5.15 p.m.

July 6—At Sales Room, 4 Duddell-st., household furniture, 2.30 p.m.

Land Sales.

July 9—At P.W.D. Offices, Crown lands at Talkoktsui and Shamshupo, 3 p.m.

Meeting.

To-day—Annual general meeting of H. K. Football Assn., Volunteer Headquarters, 5.30 p.m.

July 14—Meeting of Creditors of the Yuen Un Company, Ltd., at 6, Des Voeux-road, C.I., noon.

Miscellaneous.

To-day—Lecture on "Modern Motor Transportation" by Mr. Walton Schmidt, in the Rooms of the Institution of Engineers & Shipbuilders, 6.30 p.m.

To-day—Farewell concert and dance to H.M.S. "Curlew" and the 3rd Destroyer Flotilla, in St. George's Hall, City Hall, from 8 p.m. to midnight.

July 6—Lecture on the Blocking of Zeebrugge, by Lt.-Com. E. L. Berthon, R.N., D.S.C., in St. John's Cathedral Hall, 9 p.m.

30 FAMILIES ILL.

POISONING SUSPECTED.

Wigan.—An outbreak of what is believed to be an epidemic of food poisoning has occurred here. Thirty families have been affected, and are under the care of doctors. Seven members of one family, and three of another, it is stated, are ill. One child has died, and another is very ill in the local infirmary.

At the inquest on the 2-year-old girl who died in Wigan Infirmary, the coroner was informed by the father that the child, himself, and his wife all had drawn for tea one day. His wife and the child became ill, and he had a slight headache.

The inquest was adjourned.

NEW SHIP ADRIFF.

TWENTY MEN IN PERIL.

The newly-launched vessel "Llanfair" (3,000 tons) broke adrift during a gale in Tees Bay while being towed by four tugs from Sunderland to Middlesbrough.

The engineless vessel, with twenty Sunderland men aboard, drifted helplessly while the tugs, assisted by others from Middlesbrough, tried to attach tow-ropes again. At one time she was almost swept on to the banks of the south side of the Tees. Finally two Tees tugs secured the "Llanfair," and she was moored to a buoy. One tug was damaged. A lifeboat stood by, but was not needed.

The "Llanfair" was being taken to Stockton to be fitted with engines.

**TRAVEL SERVICE.**

Steamship and Railroad tickets issued to all principal Cities of the world.

Reservations made—Domestic and foreign, traveller's cheques issued.

BRANCHES THROUGHOUT CHINA CONNECTIONS ABROAD.

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THE "PSYCHIC HEALER" CURES ASTHMA.

It is with great pleasure, I acknowledge my deep debt of gratitude to the "Psychic Healer" in completely curing me of Asthma, from which I was suffering since my childhood. I tried all the best so called specifics during my long stay at home and on the continent.

I consulted the Mystery Man. He assured me that he would be able to cure me and gave me 'tawises' with instructions. Though I could not reconcile myself to believe at the time that he could cure me of my chronic ailment, when the best European specialists failed.

I took his 'Tawises' and burnt them as direct by him, and Lo! to my surprise I find since I took his 'Tawises' the attacks of asthma have become few and far between. Verily India is the land of mysteries and mystics.

(Sd.) HARRY WILLIAM RICHMOND.

2. If you are in mental or physical sufferings or the victim of diseases,

3. If you wish to see or to have a photo of your relative dead or living abroad,

Consult the world-renowned Spiritualist, Psychist and Occultist either personally or by correspondence.

Consultation Fee \$20. Visiting hours from 10 a.m. to 1 p.m. and from 3 p.m. to 7 p.m.

THE SECRETARY, Psychic Lodge, Savoy Hotel, Hong Kong, Room No. 38 and 39.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction

ON FRIDAY, the 6th July, 1928, at 3 o'clock p.m., at their Sales Room, No. 4, Duddell Street.

One Douglas 2 1/2 H.P. Motor Cycle in good running order.

Terms:—Cash on Delivery. LAMMERT BROS., Auctioneers.

Hong Kong, July 5, 1928.

THE Undersigned have received instructions to sell by Public Auction

ON SATURDAY, the 7th July, 1928, commencing at 10.30 a.m. at the Hoon Shan Godown, Kennedy Town.

27 Cases Marine Motors 3 Cases Medicine 1 Case Umbrellas.

Terms:—Cash on Delivery. LAMMERT BROS., Auctioneers.

Hong Kong, July 5, 1928.

SUMMER FESTIVAL

TEN SHAKESPEARE PLAYS TO BE ACTED.

The Shakespeare Summer Festival at Stratford-upon-Avon commenced on July 2, and continues for ten weeks, under the direction of Mr. W. Bridges Adams. There will be eight performances each week—six at night and two matinees.

The repertoire consists of ten plays, eight of which were staged during the recent Birthday season, with the addition of "Hamlet" and "The Taming of the Shrew." The full list is as follows: "The Merchant of Venice," "Julius Caesar," "A Midsummer-Night's Dream," "King Richard the Third," "The Merry Wives of Windsor," "The Taming of the Shrew," "King Henry the Fourth" (Part I), "The Merry Wives of Windsor," "Timon of Athens," and "Hamlet." Mr. George Hayes will take the part of Hamlet, and Mr. Wilfrid Walter will be Petruchio in "The Taming of the Shrew."

SOUTH AFRICA

will welcome you.

Living is cheap, taxation low, educational facilities excellent and the climate unsurpassed.

For those contemplating farming free training with board and lodging is arranged.

THE 1820 MEMORIAL SETTLERS' ASSOCIATION, working in co-operation with the Overseas Settlement Department of the Imperial Government, exists solely to help and advise settlers.

Full details will be supplied by the London Office of the Association,

199, Piccadilly, London, W.1.

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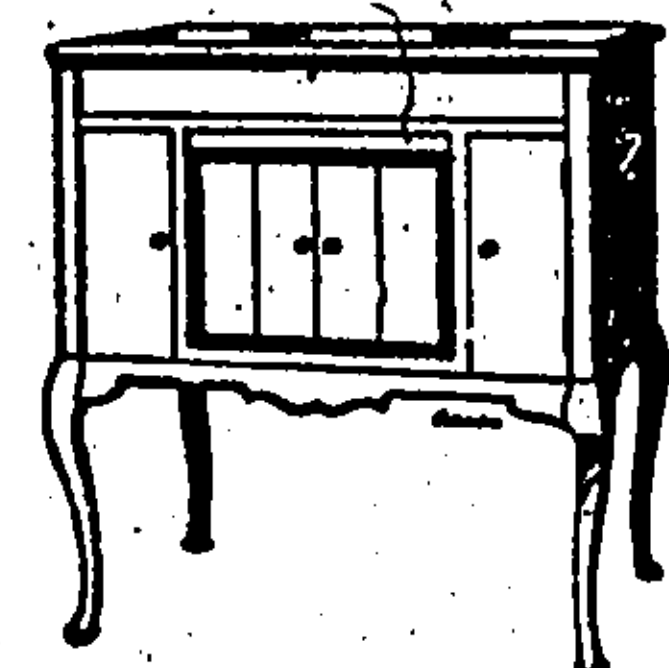
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CLUB RAIDED.

REVELRY STOPPED BY ARMED BANDITS.

NECKLACES TORN.

New York.—The detective force of the State of Indiana is exploring the country in search of a gang of ten bandits who, late at night, entered the Broadmoor Country Club, one of the centres of Indianapolis social life, and robbed more than 200 guests of money and jewellery valued at \$40,000. The hold-up brought to an end the dinner and dance given annually by the club after the automobile Derby.

Just about eleven o'clock, when the revelry was at its height, four men drove up to the club, walked

SALE-ROOM LUCK.

1,150 GUINEAS FOR LITTLE PICTURE.

COACHING FASHION.

[By A. C. R. Carter.]

There were rejoicings in a Yorkshire watering-place recently when the news arrived that a modest little picture, which a wise dealer advised a lady to send to Christie's had been found to be worth 1,150gs. in the open market. It was a portrait group of a lady with powdered hair and feathered black hat, with her little girl in a brown hat, and was an oval only 27 in. by 21 in.

Christie's well-known expert had no hesitation in ascribing the quaintly prim composition to Gilbert Stuart, "American Stuart," as he is sometimes called, because he was born in Rhode Island; coming over to work in the studio of his compatriot, Benjamin West, president of the Royal Academy between 1806 and 1820.

The dealer, who felt that there was "something about" the picture, had no exaggerated views as to its value, and the lady also said that if it fetched 50gs. she would be elated. But the bidding began at 100gs., and in the end Mr. D. H. Farr, who is over from Philadelphia, paid 1,150gs.

Two years ago the same collector "picked up" another Stuart oval portrait (of Sir William Molesworth) at 1,000gs., and he is always on the alert for this painter's works. He painted General Washington on many occasions, and in 1921 a small portrait realised 1,500gs. His portrait of his master, West, was presented by Mr. J. H. Anderson to the National Gallery in 1863, and it may be added that on July 27 next the centenary of his death may be commemorated at Boston, where he is well represented. As far back as 1806 the Marquis Lansdowne's full-length Stuart portrait of Washington brought 515gs.

Although Cooper Henderson's mail and coaching pictures have been racing ahead in auction valuation during the past decade, another owner (this time in a London suburb) was not prepared to find that a set of four small works, showing coaches on the roads between London and Hull, Birmingham, and Dover would bring 1,250 guineas (Ellis and Smith), but, as was proved by the Barron sale last year, these coaching pictures are beginning to have "non-stop" prices.

The total of the miscellaneous sale exceeded £10,300, and there were several other interesting pictures, such as an Allan Ramsay portrait of a lady in white, 315 guineas (Dall), and a small Moro panel of a girl, 320 guineas, in the late Lady Trevellyn's property, sent from Stratford-on-Avon. A pair of portraits by Luttichuys of Andreas Winus and his wife brought 310 guineas ("De Casseres"); a pair of Roman ruins scenes by Pannini, 380 guineas (W. Sabin), who gave 310 guineas for "The Glorious 1st of June, 1794," by T. Whitecombe, a painter of sea-fights, who often exhibited at the Royal Academy between 1783 and 1824.

In a sale of books at Puttick and Simpson's Nimrod's "Life of a Sportsman," with Alken's thirty-six coloured plates, made £220.

DEATH MYSTERY UNSOLVED.

Chertsey.—The mystery of the death of Henry C. Cope, aged 54, of Pontypriid, who was found dead on Runnymede, Egham, with a bottle containing liquid beside him, remains unsolved.

Analyses of the contents of the bottle and of internal organs of the man, it was stated at the resumed inquest, failed to reveal any trace of poison.

Dr. Bird said that all poisons did

DEVIL'S ISLAND.

400 CONVICTS SENT FROM FRANCE.

LIKE WILD BEASTS.

Paris.—Four hundred and eighteen convicts, marching in Indian file in charge of a heavily armed escort, embarked recently in the convict ship "La Martinique" for Devil's Island.

They had been collected at the island prison of St. Martin-de-Re, in the Bay of Biscay, from every prison in France for the annual exodus to the dreadful penal settlement in the Caribbean Sea.

In readiness for their voyage to the tropics, caged like wild beasts in the 5,000-ton steamship, the convicts have been prepared for



A new and interesting photograph of Mrs. Herbert Hoover, wife of Secretary of Commerce Hoover, the Republican candidate for the President. Mrs. Hoover is shown in this exceptional photograph, standing on the porch of her home in Washington, D.C.

the rigours of their crossing by a fortnight's rest from prison work, and special food consisting of a meat ration every day and half a bottle of wine.

They were taken to the ship in two tugs and placed in cages between decks. In case of a mutiny the rebels would soon be subdued by an arrangement of pipes connected with the ship's boilers, which can be opened by the warders and made to blow the scalding steam into the cells.

On board ship the convicts will be given dry biscuits and coffee for breakfast; meat, vegetables, and wine at noon; and at night the same fare minus the wine.

The ship will go first to Algiers to pick up a further detachment of convicts from Northern Africa. It is doubtful whether the convicts will ever see their native land again.

not leave traces, and others quickly dispersed. It was possible for traces of poison to have disappeared during the five days that elapsed between the time the man was presumed to have died and when the post-mortem was made. It was not suggested, however, that such had happened. There was no evidence of violence, and no conclusion could be formed as to the cause of death. A verdict that Cope was found dead with nothing to show the cause of death was returned.



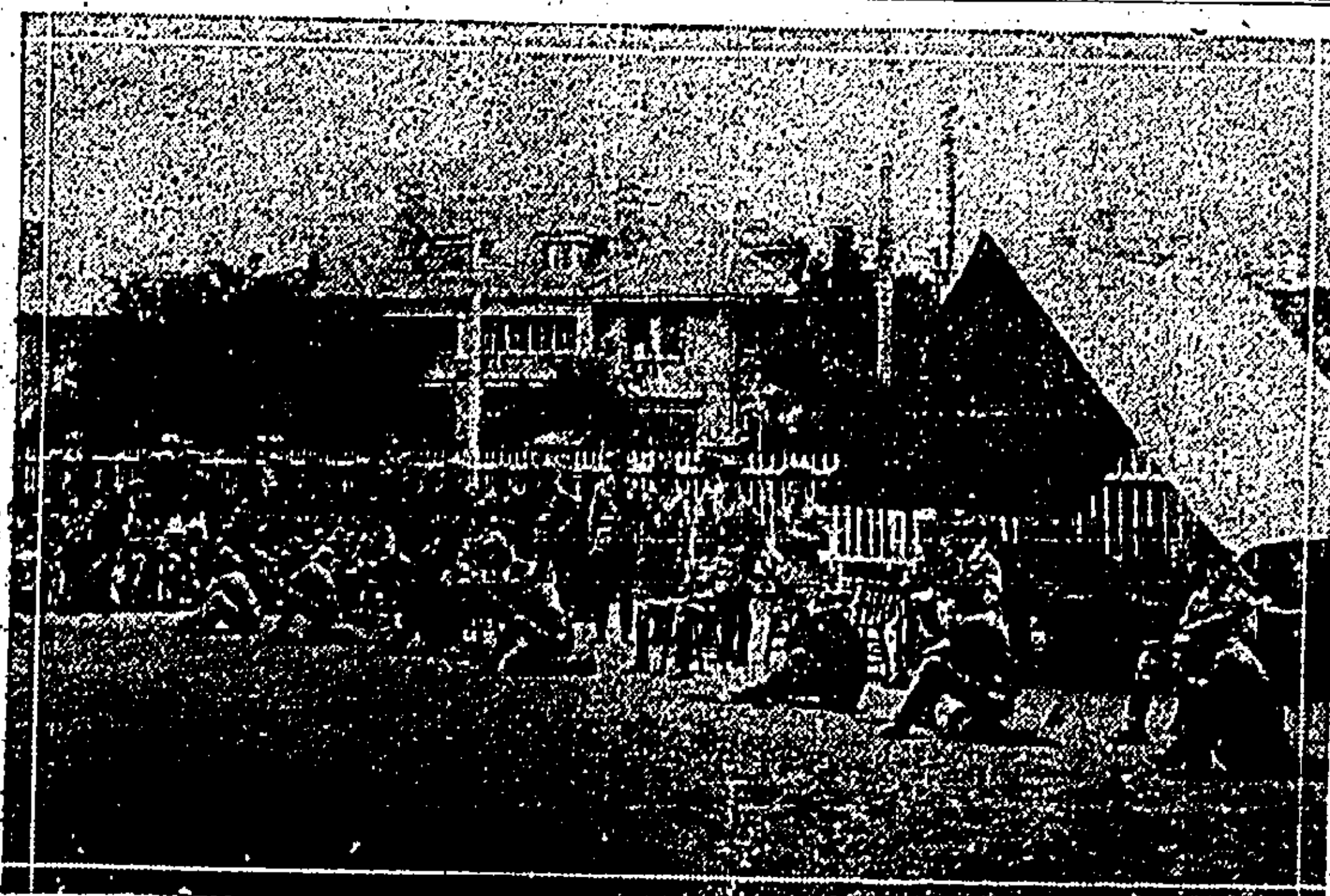
Owen Oberst, Jr., 17-year-old youth, of Burns, Kansas, who killed his father, mother, brothers and sisters, eight in all, and then burned the home down over them because his father refused to loan him the family automobile or give him more spending money. Young Oberst confessed to the deed and declared that he used a shot gun and automatic rifle to kill his parents. He then poured kerosene over the bodies and furniture and set fire to the house.

in, and told the manager that they meant business, and would kill him if he "squeaked." They locked the manager in his office and walked to the large ball-room, where dancing was in full swing. There they were joined by half a dozen strangers, grim-looking men, all in evening dress.

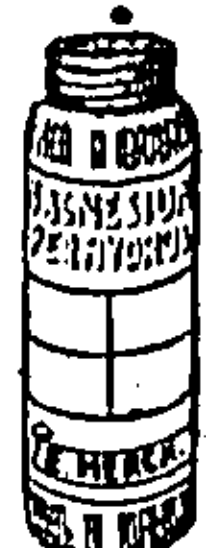
At a signal from their leader the robbers threw aside their coats and displayed an armament of sawed-off shotguns and pistols. They fired several shots into the floor, and the dancers crowded to the walls in panic as the bandits advanced to the centre. Men and women were lined up round the room under the guard of eight of the gang.

Two others produced three large canvas sacks and began to march round the hall, stripping necklaces from women and prodding men who were slow in handing over money, watches, and rings. For half an hour they circled the room, then, with a warning that a signal to the police or pursuit would meet with retribution, the robbers emptied two dozen bottles of champagne and fled in motor-cars.

In Chicago, Boston, and New York "dinner" bandits, taking advantage of the festivities of Memorial Day, the great American holiday, were also very industrious. The most notable exploit was the raiding of thirty guests of an Italian confirmation party in a restaurant, when money and jewellery estimated to be worth \$3,000 was stolen. The guest of honour, a young girl who had been confirmed in the morning, was despoiled of a valuable diamond and emerald ring which she vainly tried to conceal in her mouth.



Members of the Fifteenth Infantry, which comprises part of the American guard stationed in Tientsin, China, photographed during rifle practice in the 靶场 (target field). Four thousand American troops are stationed in this city, besides troops of other nations who are preparing to protect American rights and property. The American forces have twenty air planes, six tanks and five field guns at their disposal.



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HONG KONG.

A WEEK'S PAPERS
IN ONE

"OVERLAND CHINA MAIL"
ILLUSTRATED.

CHINA NEWS, LOCAL NEWS
AND ALL THE NEWS

SEND IT HOME!

Even without the periodical series of questions in the House of Commons, China is still an important topic in the Home papers. The so-called "Fall of Peking" was given special prominence. Interest continues. And latest news from China will be welcome to people at Home.

This week's "Overland China Mail" describes Marshal Chiang Kai-shek's arrival at Peking, not so much as a conquering hero, but as a person who has fired the imagination of Chinese who have not seen him before. The events leading up to his journey to Peking are also recorded in the "Overland," together with reports of occurrences in all parts of China in the public eye.

Following the inquiry into the foundering of the British s.s. "Kochow," the Chinese s.s. "Lee On" sank. Reports are included in the "Overland," together with an exclusive photo of the "Kochow" salvage.

The "Overland China Mail" is the only ILLUSTRATED weekly summary of Hong Kong and China news.

Among the features of this week are reports of Independence Day observances, the arrest of a bobbed-hair girl Communist of 19, the discovery of an arms and dope cache on the hillside, and the latest Naval and Military movements in Hong Kong and China.

WHEN YOU GO ON LEAVE.

Hong Kong's spring exodus has begun. Are you going Home on leave this year? If you are, you will be surprised by the number of persons who will ask you about China and Hong Kong. You will be astonished at the number and type of silly questions put to you in all good faith. And you will have to admit reluctantly (if only to yourself) that you are not quite certain. Will you be believed, though? Keep in touch with Hong Kong and China by having the "Overland China Mail" sent to you for a stipulated period.

By spending a little time while you are on holiday, you can keep yourself well informed if you have the "Overland." The articles which you will seek are written to help non-Chinese to understand. In any case, you will not regret, from your own point of view, being posted with the main developments (reported in brief) while you are away.

READY TO-MORROW.

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PARROT

Sport Columns

"I AM READY."

THE ROSENBLUM-MILLIGAN FIGHT.

"A FOUL!"

London, June 5.

These are summaries of to-day's pronouncements upon the remarkable fight between Tommy Milligan and Maxie Rosenbloom, the American middle-weight champion, at the Albert Hall last night which culminated in rowdy scenes when the American was knocked out.

Tommy Milligan:—I beat him according to plan. We worked it out in the gymnasium on Sunday. I said I had him beaten some rounds before I knocked him out. It was a perfectly fair blow.

Maxie Rosenbloom:—I was winning for nine rounds. I have never been knocked out before, and I have fought six world's champions in America. Nothing but a foul blow would have knocked me down. It was in my opinion a deliberate foul.

Dr. L. Walrond Innes (in a written certificate):—I could find no signs of a foul blow or any injury that would have been caused by a foul blow.

Milligan was up first thing this morning (says the "Evening Standard") and out for a stroll with some of his supporters. He looked fit and well—and supremely happy.

Rosenbloom Challenge.

Rosenbloom, who remained in bed all the morning, said:

I just don't know what to think of it. A man like that knocking me out! Why it couldn't be done.

I'll put up a thousand dollars (\$200) for a fight, loser to get nothing. I don't want anything if I lose, but I know what the result would be. I'd just like to give him a boxing lesson.

I'll meet him anywhere in England, Scotland, Wales, Ireland, or any country.

I tell you plainly it was a foul blow that knocked me out. The referee could not see it because I had my back to him.

"Delighted"—Milligan.

Tommy Milligan, unperturbed by Rosenbloom's allegations, said:—

"I waited until my opportunity came and then got in my left to the solar plexus, just as I had intended.

"As to our fight, I'm not going to fall for any bluff. I'd be delighted to meet him again, but it will have to be on our conditions, and he will have to keep to them."

"But if he doesn't he will probably have to wait until he gets his old age pension."

"I weighed 11st. 5lb. and when Rosenbloom went on the scales there was 11st. 9lb. on yet they went down with a bump. How much over he was I don't know."

Mr. Harry Jacobs, the promoter of the fight, told the "Evening Standard" that he was troubled about Rosenbloom before the fight. "I have done nothing else than keep writing him letters warning him that he would never keep his weight down to 160lb. living the high life he was at Brighton."

Rosenbloom's Purse Reduced.

Mr. Jacobs states that following a consultation with Milligan's manager and his backers it was agreed that a certain sum should be deducted from Rosenbloom's purse as forfeit for his being over the agreed weight for the fight.

Cables to this effect had been sent to Rosenbloom's representatives in New York.

Long Melford, the "Evening Standard" boxing correspondent, writing on the fight, says:—

I must now admit that the actual fight between Milligan and his rival panned out very much better than we expected. The victory of Milligan, who knocked his man down in the ninth round with a terrific blow to the solar plexus, which prevented him from continuing, was an ironic sequel to Rosenbloom's attempt to catch him napping on the weight question.

It wanted but a few seconds to the gong when Milligan dropped his man with that wonderful left hook, and with that developed power of which I had advised my readers last week.

To me the punch looked perfectly legitimate. I did not travel far, but it was a regular pile driver into the stomach, and neither Rosenbloom nor anybody else could have withstood it.

Up to the time he was put down Rosenbloom had certainly had the best of the fight. Milligan was bleeding freely from the nose and mouth, but his indomitable spirit carried him on to victory. Milligan boxed very well considering the advantages of his rival whose arm reach must have been nearly six inches better than that of the British boxer.

LANCASHIRE'S YEAR.

EVERTON AND CHAMPIONSHIP VICTORY.

ON TEAM SPIRIT.

The season has been the most strenuous and exacting in the whole history of League football," declared Mr. W. C. Cuff, chairman of the Everton club, when discussing the Goodison Park team's championship conquest.

"When one looks at the League table and finds that fewer than 20 points separate the top club from the 22nd club, it is sufficient indication of the strenuous nature of the competition and the equality of the teams.

"Did we visualise the championship? No. At the end of last season we felt we had a better team than it



Miss Helen Wills, Wimbledon singles finalist.

appeared to be from its performance, and that only the seriousness and anxiety of the position we occupied prevented the team from showing their real ability then. We were satisfied that, once clear of relegation worries, our team might be relied upon to give a good account of themselves in the field.

Always on Top.

The team have justified the view we took, and have been at the head of the table, with the exception of one short period, almost throughout the season, and we do not agree that we owe our position to the lapses of others except in so far as to say that someone has to 'lapse' for others to win.

"Huddersfield's heavy time in the semi-final of the Cup was not conducive to their success in the League tournament by reason of the extra matches and the strain on the players.

"We always had our programme well in hand, and we have won more points in the last few years, now we are hoping to get some of the good fortune.

"The team had that great attribute—a wonderful team spirit. Every member of it has been anxious to see Dean get the record, which he achieved in the last match of the season.

"We are very proud of the team and very grateful.

"We have had our share of bad luck in the last few years, now we are hoping to get some of the good fortune.

"There has not been anyone in the last twenty years to equal Dean in the centre-forward position. To my mind he has all the attributes—youth, energy, strength, ability, and what I consider the greatest of all assets—absence of side and the possession of good temper.

"I have seen all the great centre-forwards, from G. O. Smith down-



Henri Cochet, of France, Wimbledon singles champion for 1927 and finalist this year with his compatriot, Lacoste.

wards, including John Southworth, Geary, Freeman, Appleyard, and Albert Shepherd, and I think Dean possesses the attributes they collectively possessed.

"But he is by no means the one man in the team. That was demonstrated during his enforced absence from our matches through international calls. For instance, we scored seven goals against West Ham.

"His record crop of goals is accounted for by the fact that he occupies the most favourable position for scoring."

Manchester All The Way.

Altogether it has been a great year for Lancashire, with Manchester City returning to the senior section holding the crown of Second Division champions, despite a narrow failure in the concluding engagement at Nottingham, where, however, they had the consolation of reaching a three-figure scoring aggregate for the second year in succession.

This is the first time both championships have been gained by Lancashire clubs in the same season.

At the last moment the county's representatives in peril, Manchester United, Blackpool, and Barrow, extricated themselves by convincing victories in their final engagements, and Fulham and South Shields therefore descend to the Third Division.

At one time a triple Yorkshire championship conquest appeared in prospect, but Bradford alone have stayed the course, their return to the Second Division being very welcome. Huddersfield Town and Leeds United finished as runners-up in their respective spheres, while both Sheffield clubs, after being apparently doomed, retain their senior status by virtue of last-minute recoveries.

The only cloud on Lancashire's football horizon is the necessity for Nelson to have to apply for re-election. The other Third Division unfortunate to suffer this indignity are Durham City, Torquay United, and Merthyr Town.

BASEBALL.

SENIOR GAMES IN SECOND ROUND.

The Hon. Secretary of the Hong Kong Baseball Association writes that the following schedule for the Senior League for the second round in the League has been arranged:

July 7, 4.00 p.m.: Hong Kong Baseball Club v. S. C. Dragons.

July 8, 4.00 p.m.: Filipino Club v. U. S. Navy.

July 15, 4.00 p.m.: S. C. Dragons, v. Filipino Club.

July 16, 4.00 p.m.: Hong Kong Baseball Club v. U. S. Navy.

July 22, 4.00 p.m.: Filipino Club v. Hong Kong Baseball Club.

July 23, 4.00 p.m.: S. C. Dragons v. U. S. Navy.

FAMILY RESCUED.

GOLF CLUBHOUSE FIRE.

The West Monmouthshire Golf Club was destroyed by fire recently. William Powell, the golf professional, his wife and four children, who were living on the premises, were unaware of their danger until the flames had secured a firm hold. A police-constable managed to bring them to safety in their night clothes only a few moments before the building collapsed.

The greater part of the oldest boot factory in Derby was destroyed by fire. It is occupied by the Derby Boot and Shoe Manufacturing Company, who had just booked big orders. The occupiers of cottages built up against it removed their furniture to the gardens.

The rays of the sun caused a fire in an allotment greenhouse belonging to Richard William Pratt, of Commercial-road, Eastbourne. The rays were focussed by the top of a bottle on to some paper, and set it alight. Two allotment-holders who saw the flames broke into the place and extinguished the outbreak.

FRENCH BABIES.

£16,000,000 A YEAR IN SUBSIDIES.

TRIUMPH FOR STATE.

The systematic attempt to increase France's birth-rate is costing the nation about £16,000,000 yearly in the form of bonuses for large families, reduced income tax and railway fare privileges.

This interesting statement was made in the Senate by M. Andre Fallieres, the Minister of Public Health.

As a result, he said, the decrease in the birth-rate, which was so startling a feature of French social life in the nineteenth century, had been checked, and there was even a tendency for it to increase.

M. Fallieres added that unfortunately, notwithstanding all the Government efforts to augment the population the excess of birth over deaths only remained very slight. Lack of funds alone explained why more vigorous methods have not been adopted to overcome the evil complained of, writes a Paris correspondent to the "Daily News and Westminster Gazette."

Long Way Yet To Go.

M. Paul Spruann submitted to the Senate statistics dealing with the movement of population in 40 countries during the first quarter of the present century, which revealed France to occupy the lowly place regarding the excess of birth over deaths.

It was true, he said, that between 1913 and 1925 the birth-rate had increased slightly in France, but the increase was altogether insufficient. The situation regarding mortality rate was even more alarming, for whereas during recent years it has declined over 11 per cent. in Great Britain and 21 per cent. in Germany, in France between 1913 and 1925 the decline had not reached 2 per cent.

Infantile mortality was excessive, particularly with children between the ages of one and four. If improved methods were adopted France would save yearly the lives of 29,000 babies. The duty of all parties, he added, was to prevent the decay of France.

A National Peril.

Dr. Fernand Merlip said it was distressing that France with its temperate climate should have the highest death rate in Europe.

He denounced alcohol as one of the chief causes for the country's deplorable plight. France was clearly menaced with alcohol poisoning and prompt and severe measures were needed to reduce the number of drink licences and generally to check the consumption of alcohol.

The Senate unanimously passed a resolution declaring that the small increase in the population of France represented a national peril, and urging the Government to prepare a programme to "combat effectively social evils in France."

WOMEN IN RUSSIA.

APPEAL FOR BETTER TREATMENT.

London.—The Riga correspondent of "The Times" says that M. Soltz, a member of the Central Control Commission, who is unofficially titled "the Soviet censor of morals," made a remarkable appeal at Moscow and to the Soviet Union generally, for "a return to a more knightly attitude to women." M. Soltz declared that although the Soviet laws for the equality of men and women were more liberal than those of any other country the position of women and children in Russia was worse even than before the revolution. Hundreds of thousands of Soviet women were clamouring in the courts for maintenance allowances. "It is a crying shame," said M. Soltz. "There is not merely professional hooliganism in oppressing women, but even some of the most prominent Soviet leaders are most impossible in their attitude towards womenfolk."

LONDON EXC. RANGES.

London Yesterday.

Paris	124.20
New York	4.87 15/16
Brussels	34.92
Geneva	25.29
Amsterdam	12.095
Milan	92.75
Berlin	20.42
Stockholm	18.17
Copenhagen	18.20
Oslo	18.21
Vienne	34.595
Prague	164 1/2
Helsingfors	193 1/2
Madrid	29.46
Lisbon	2 7/32
Athen	87 1/2
Bucharest	79 1/2
Rio	5 57/64
Buenos Aires	47 1/2
Bombay	1 57/64
Shanghai	2 1/8 1/4
Hong Kong	2 0 3/4
Yokohama	1 10 27/32
Silver Spot	27 5/16
Silver Forward	27 3/16

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MONEY & SHARES.

TO-DAY'S QUOTATIONS.

On London—	
Bank, wire	2/- 3/4
Bank, on demand	2/- 7/16
Bank, 30 days' sight	—
Bank, 4 months' sight	2/- 3/4
Credits, 4 months' sight	—
Documentary 4 months' sight	—
On Paris—	
On demand	126 1/2
Credits, 4 months' sight	—
On Berlin—	
On demand	—
On New York—	
On demand	49 1/2
Credits, 60 days' sight	—
On Bombay—	
Wire	136 1/4
On demand	136 1/4
On Calcutta—	
Wire	136 1/4
On demand	136 1/4
On Singapore—	
On demand	88
On Manila—	
On demand	99 1/4
On Shanghai—	
On demand	75 1/4
30 days' sight (private paper)	—
On Yokohama—	
On demand	106 1/2
Gold Leaf, 100 fine (per taal)	—
Sovereigns (Bank's buying rate)	2 1 1/4 \$9.50
Silver (per oz.)	27 5/16
Bar Silver in Hong Kong	—
Chinese Copper Cash nom.	4 1/2 prem.
Chinese Copper Cents	6 1/2 prem.
Rate of Native Interest	7% p.a.
Chinese Sub. Coin	33 1/2% dis.
Hong Kong Sub. Coin Par.	—

THE SHARE MARKET.

Stock Hong Kong Exchange.

T.T. on London	2/- 3/4
T.T. on Shanghai	75 1/4
Hongkong Bank	\$129 1/2
Chartered Bank	\$138 1/2
Mercantile A. & B.	\$22
do. C.	\$24 1/2
P. & O. Bank	\$24 1/2
Bank of East Asia	\$75
Insurance	
Canton Insurance	\$820
Union Insurance	\$337
North China Insurance	\$144
China Insurance	\$50
China Underwriters	\$2.60
China Fire Insurance	\$235
H.K. Fire Insurance	\$722 1/2
Shipping	
Dougllass	\$37
H.K. Steamboat	\$20
H.K. Tug & Lighters	\$2
Indo-China (Pref.)	\$38 1/2
do. (Def.)	\$70
Shell Transport	\$105
Water-works	\$20 1/2
Mining	
Benguet	\$1 1/2
Kailan Mining Ad.	\$60
Langkate (Combined)	\$12.20
do. (Single)	\$5.00
Shanghai Explorations	\$2.45
Shanghai Loans	\$3.45
Shanghai	\$4 1/2
Tonghai Mines	\$17 1/2
Docks, Wharves, Godowns, &c.	
H.K. & R. Wharves	\$137 1/2
H.K. P. W. Docks	\$40
China Provident	\$4.95
Hongkong	\$156
New Engineering	\$5
Shanghai Docks	\$105 1/2
Cotton Mills	
Ewo Cottons	\$8.70
Oriental Cotton	\$2 1/2
Shai Cottons (Old)	\$5 1/4
do. (new)	\$2 1/2
Lands, Hotels & Bldgs.	
H.K. & S. Hotels	\$9.10 b 9.20 a
Hongkong Lands	\$65 b
Shanghai Lands	\$135 b
Humphreys Estates	\$14.10 b 14 1/4 a
Hongkong Realities	\$8
H.K. Territorials	
Prince's Buildings	
Public Utilities	
H.K. Tramway	\$24.90
Peak Tram (old)	\$12 1/2
do. (new)	\$8
Star Ferries (comb.)	\$64 1/2
China Lights (comb.)	\$12
do. (new)	\$11.35
do. 1928 issue	\$11.50
H.K. Electric (new)	\$48 b x Ris.
Electric (new)	\$40 1/2
H.K. Telephone	\$25.60
China Boxes	\$10
Singapore Traction	\$11 1/2
do. Pref.	\$17 1/2
Industrials	
Cane Sugars	\$2.70
Malayan Sugars	\$24 1/2
Canton Ice	\$3.80
Cements (comb.)	\$9.40
do. (old)	\$8.40
do. (new)	\$1.55
H.K. Ropes (old)	\$6
do. (new)	\$6
United Asbestos	\$10
Stores, &c.	
Dairy Farms	\$21.80
Watsons	\$14
Per A. Wings	\$0 eta.
San. Crawford	\$20
Factories	\$20
Sinceres	\$8 1/2
Wm. Powell	\$3
Miscellaneous	
H.K. Amusements	\$30
H.K. Constructions	\$1 1/4
B. Ind. G. Bonds	65%
H.K. Govt. Loans	5% Prem. b

London, June 13.—The Secretary of State for the Colonies, Mr. L. S. Amery, said in the House of Commons that the conversations with King Ibn Saud had been temporarily suspended, but they were not yet concluded. He declined to give an assurance that no agreement would be signed before the House of Commons was consulted. He said that agreements of this kind were usually signed first. He hoped that the conversations would be resumed in the next few months.



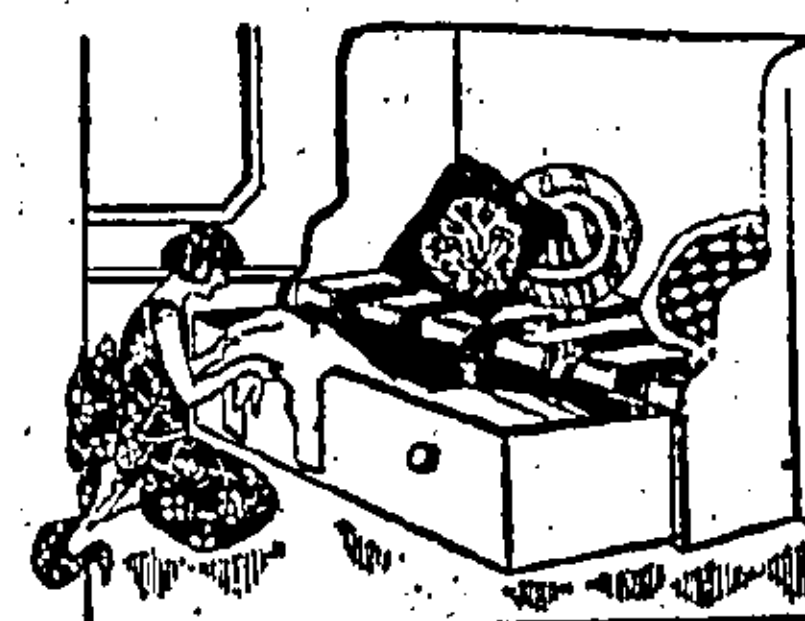
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EAGLE BRAND BEER.

Playing Cards, Cigar and Cigarette Ash Trays will be given free to purchasers of dozen Quart bottles of Elbschloss Beer.

Sole Agents for Hong Kong.

WING ON CO., LTD.



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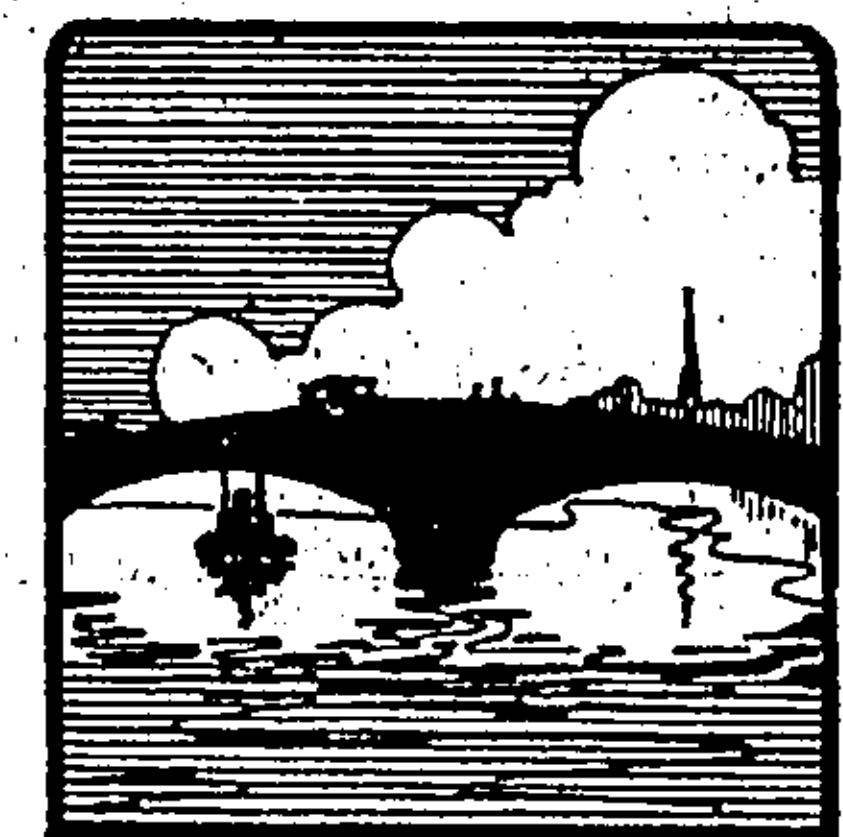
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Factory:—500-504, Canton Road, Yau-mat. Tel. K. 869.

TYPHOON MAP

OF THE
CHINA SEA

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GUIDE TO LOCATING THE
CENTRE OF A TYPHOON.

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THE MOTORISTS' PAGE

B.S.A.

POWER with SILENCE
SPEED with SAFETY

In the Stock Machine Trial for standard machines
selected from stock by A.C.U. officials B.S.A.'s won

4 GOLD MEDALS and
TEAM PRIZE

DUNLOP TROPHY

Premier Award in the M.C. and A.C. Dunlop Trophy
Trial won on B.S.A. 4.93 h.p. O.H.V. (W. Johnson)

Also won on B.S.A. in 1926.

B.S.A.'s won the
COLMORE
CUP

2 years out of 3—in
1926 and 1928

In the Victory Cup Trial
B.S.A.'s won

Frank Hallam Cup
Watsonian Team Prize

For 2nd year in succession
6 GOLD MEDALS

In the Paris-Nice Trial B.S.A.'s won
TEAM PRIZE

for 5th year in succession and
3 GOLD MEDALS.

In the recent A.A. Silence Test, every one of the 15 models in
the B.S.A. range (including 2 O.H.V. specially tuned models)
was tested by A.A. engineers and awarded the A.A. Silencing
Efficiency Certificate.

Write for Catalogue.

THE SINCERE CO., LTD.
Sole Agents.

LIGHTWEIGHT T. T.

BENNETT RETIRES AFTER
TWO LAPS.

LONGMAN'S EASY WIN.

Douglas (Isle of Man) June 7.
Frank Longman won the Light-
weight Tourist Trophy Race to-day,
in fine style at an average of 62.9
m.p.h., riding an O.K. Supreme.
The winner's success was achieved
in the like manner of Alec
Bennett, winner of the Junior Race
on Monday. Longman led from the
beginning to the end, there being
not a man among his twenty-four
rivals who could hold him.

When the first starter, C.
Lord (Royal Enfield) was timed
off, mist hung about for
some time, and visibility was so bad
that the majority of the riders shed
their goggles. W. L. Handley (last
year's winner) and holder of the
Trophy, was the second man to get
away. He rode a Rex-Acme
and had passed Lord before
reaching Laurel Bank, completing
the first lap at a speed of over
60 m.p.h.

Longman, with a fine start, over-
took half a dozen men before reach-
ing Creg-na-Baa, covering his first
lap in 35 mins. 57 secs., thus es-
tablishing a lead which was not
challenged.

Junior Winner Retires.

Alec Bennett disappointed, his
machine was out of condition with
the result that after limping around
two laps, he retired with magneto
trouble. He was riding an O.K.
Supreme.

Handley could not keep the pace
set by Longman, who created a new
record for the course in his second
lap, which he accomplished in 35
mins. 8 secs., defeating Bennett's
time set up last year by one sec.
Nobody challenging the leader,
Longman "cruised" round the last
lap to win the race in something
little less than 63 m.p.h. He won
by nearly half-an-hour. Thirteen
completed the course out of the 25
starters. The first three were:—

1. F. A. Longman (O.K. Supreme) 4h. 11m. 59secs.
2. C. S. Barrow (Royal Enfield) 4h. 29m. 1sec.
3. E. Twenlow (Dot) 4h. 29m. 26secs.

"LURE OF SPEED."

MAJOR SEGRAVE'S THRILLING
NARRATIVE.

If there still survive any who
mourn the supposed murder of ro-
mance by machinery, they must be
disillusioned by Major Segrave's
book, "The Lure of Speed." It is
a record of motor racing in Europe
since the war, and, as such, an in-
valuable reference book for the stu-
dent of the development of the kind
of motor-car everybody uses; but
it is far more than that. It is one
of the most moving tales of adven-
ture, and one of the most sympath-
etic and interesting descriptions of
real motor racing that has ever
been published.

It cannot be easy to write of
motor racing at all. The days
when racing, whether on road or
track, gripped a whole continent
in a passion of excitement are
dying, if not dead, and while the
sport will always have its consid-
erable band of devotees it no longer
makes the appeal to the imagina-
tion of millions that it did. After
reading "The Lure of Speed," it oc-
curs to one at once that one of the
principal reasons for this neglect
is that its extraordinary fascina-
tion has never until now been ade-
quately described.

The book is an account of how
the author became a leading racing
driver, describing his struggles to
get a place in the Sunbeam team,
the snubs (to put them mildly) he
endured, the disappointments and
the hard work—above all, the im-
mense hard work. He describes
a score or more of famous races
in England, France, Spain and
Italy in minute detail. Yet, so far
from being wearied, you are unable
to put the book down. It does not
matter whether you have ever raced
or even watched a race. He claims
your undivided attention from the
first page to the last.

He puts you into the seat beside
him. You hear the deafening roar
of his engine, see the dim ribbon of
road being swallowed in front of

THE WHIPPET.

GETS THE BUYERS'
PRaise.

MAJOR FACTORS.

A motor-car salesman has to
know his product and competitive
products very thoroughly these days
if he is going to be successful with
the modern buyer. Twenty years
or more of experience with cars—
together with the increasing motor
education of the general public by
manufacturers through advertising
and demonstrations has made the
average man a good buyer.

He no longer buys because a car
is a new model—or because it is
flashier in appearance. He looks
into the detailed specifications of
the cars, asks pertinent questions
makes comparisons—and in the end
usually bases his choice on very
sound judgment.

With the perfected Whippet oc-
cupying the most conspicuous posi-
tion in its history in the light four
cylinder field, Willys-Overland mer-
chants throughout the world report
that buyers are paying tribute to
the mechanical details of this car,
which 18 months ago set a new
trend for modern car design.

These merchants further state
that this car's quality and proven
performance likewise are major
factors considered by buyers, and that
this has much to do with the pre-
sent enormous increase in Whip-
pet sales.

It is said that recent develop-
ments in the light car field have em-
phasized the fundamental features
which were introduced by the Whip-
pet and which have been steadily
maintained in its production. Motor
car authorities say that in its basic
elements of construction, the Whip-
pet remains as distinctly advanced
as when it was first presented.

The Whippet, engineers state, still
has the only motor in the light four
cylinder class that actually develops
100 per cent. more power than its
official rating and, which develop
this power with actual savings in
cost of operation.

Power, speed, economy and
stamina accomplishments of the
Whippet have set a new high stand-
ard of performance in the light car
field since its initial presentation
18 months ago. Since that time the
combined mileage of the Whippets
in the field is estimated at more
than half a billion miles.

Willys-Overland officials declare
that the recent reduction in Whip-
pet prices, which places these mod-
ern cars in direct price competi-
tion with the lowest priced cars,
was not an attempt to meet a price
situation for it was definitely de-
cided that the original Whippet
quality and beauty should be main-
tained regardless of what prices
could be reached.

It is pointed out, that part for
part and specification for specifica-
tion, the perfected Whippet dupli-
cates the original car in every de-
tail of quality and workmanship
with even greater value being offer-
ed at the new prices in some details
of construction.

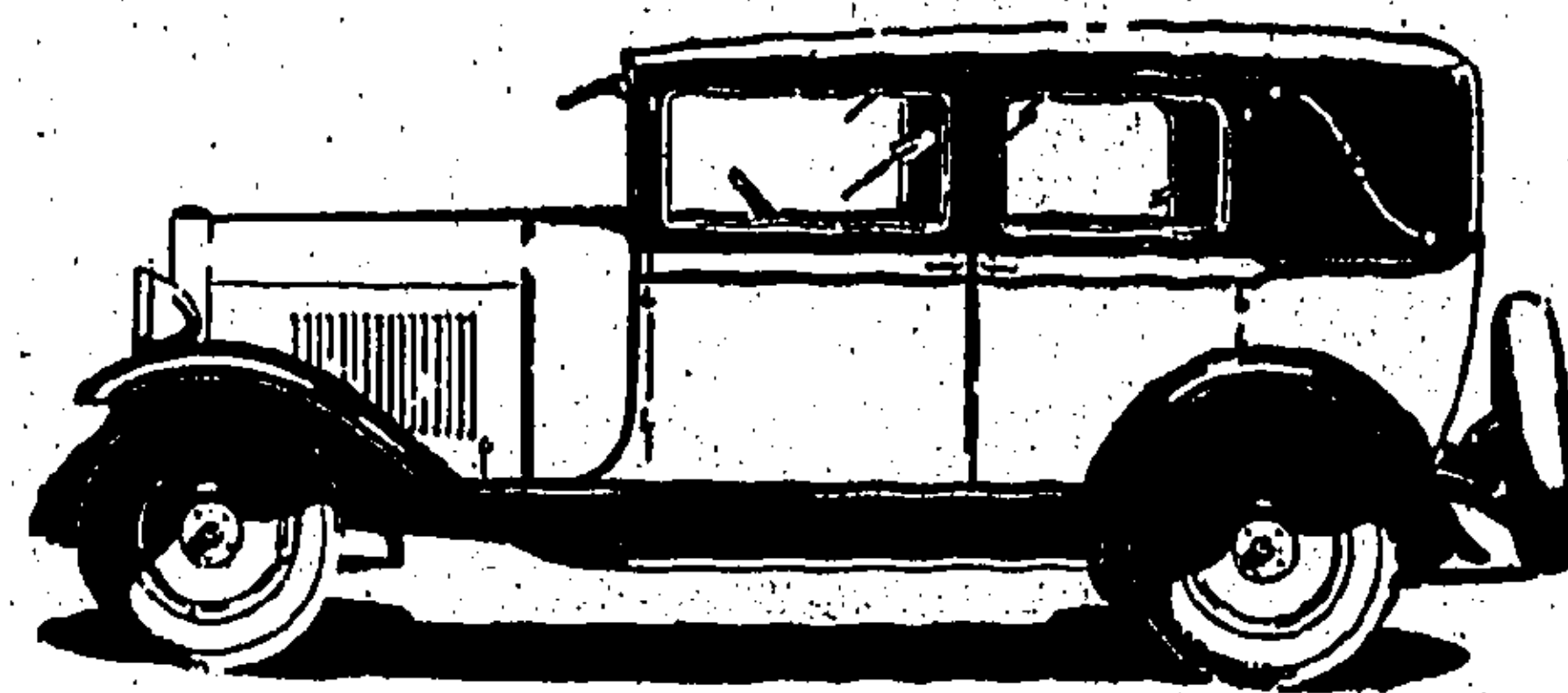
The tremendous sales volume is
cited as evidence of public accept-
ance of the Whippet, and an in-
dication of its quality leadership in
the light four class.

you. You brace yourself at the
turns. In every nerve you feel
every movement of the car. Once
or twice, even, you feel that they are
your hands on the wheel. Major
Segrave's powers of description are
remarkable. No purple patches are
to be found anywhere in his book.
His is a plain statement of fact,
with occasional delightful touches
of humour. He shows you
the intensely human side of this
great game as it has never been
shown before. He makes every car
he drives come alive for you. They
are each a sensitive creature—re-
sponsive, sulky, inspired, humiliated,
elated, incomprehensible—as is
the car of everyone who loves and
understands it.

The book abounds in technical-
ities of what may best be de-
scribed as the "Racyard" kind of
sort—fascinating to those who
know nothing, clearly and
simply set out to those who
do. There is not a new driver, or
for that matter, an old one, who
will not learn a great deal by read-
ing this book.

Nobody can read this remarkable
book unmoved or without evincing
an immediate new interest in a
great sport. It is a classic.

AN OUTSTANDING MOTOR CAR



Everyone is talking of the wonderful appearance of the new
Oldsmobile Six. Its lines are typical of the latest trend in
automobile smartness. One of the outstanding cars of 1928, it
has been the subject of widespread praise and admiration.

You will be proud to ride in this fine-appearing car. The
appointments have been selected with feminine expertness.

The smart voguish beauty of the new Oldsmobile marks it as
one of the outstanding style leaders of the year.

Experience the pride of possession that comes from owning
a car everyone stops to examine. Come and see these beautiful
cars to-day.

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Telephone Central 1246 33 Wong Nei Chung Road.
Telephone Central 3500 33 Des Vaux Road Central.

A FINE CAR OF LOW COST.

BUYERS' GUIDE

MOTOR CARS.

- ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's
Road. C.4759.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung
Road, Happy Valley. C.1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHRYSLER.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
OAKLAND.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei
Chung Road, Happy Valley. C.1247.
PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung
Road, Happy Valley. C.1247.
PONTIAC.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.
SINGER.—Gilman & Co., 4a, Des Vaux Road Central.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
WHIPPET.—Gilman & Co., 4a, Des Vaux Rd., C.
WILLYS-KNIGHT.—Gilman & Co., 4a, Des Vaux Road Central.

MOTOR TRUCKS AND TRACTORS.

- CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road,
Happy Valley. C.1247.
GUY.—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

MOTOR CYCLES.

- B. S. A.—The Sincere Co., Ltd., Des Vaux Road. C.1067.
ROYAL ENFIELD.—The Dragon Motor Car Co., Ltd., 33, Wong Nei
Chung Road, Happy Valley. C.1247.

TYRES AND ACCESSORIES.

- ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.
AUTO-TOTAL FIRE EXTINGUISHERS.—Keller, Kern & Co., Ltd.,
16-19, Connaught Road, Central.
COLUMBIA BATTERIES.—The Dragon Motor Car Co., Ltd., 33,
Wong Nei Chung Road, Happy Valley. C.1247.
FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33, Wong
Nei Chung Road, Happy Valley. C.1247.
MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd., C.
Tel. C.1219.
MILLER TYRES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's
Road. C.4759.

MOTOR TRADE!

USEFUL HOMESIDE
REGISTER.

The Society of Motor Manu-
facturers and Traders, Ltd., has just
issued the 15th edition of the Re-
gister of the Motor Trade, which
has again been prepared in close
co-operation with the Motor
Agents' Association, Ltd., and the
Scottish Motor Trade Association.
The British Cycle and Motor
Cycle Manufacturers' and
Traders' Union, Ltd., have also
co-operated in regard to motor
cycle interests.

The book contains upwards of
15,000 names of persons, firms
and companies engaged in the
Motor and Allied Industries, and
the latest edition will undoubtedly
continue to be regarded by all
concerned as a comprehensive
survey of all those who have
the necessary qualifications to be
considered legitimately members of
the Motor Trade according to
the various classifications adopted
in the Register.

Members of the S.M.M.T., the
M.A.A., and the S.M.T.A. are
indicated in prominent letters,
while the membership of the So-
ciety is also shown separately
from the General List of the
Trade.

A separate edition known as
the Register of the Motor Trade
(Colonial Section) is being com-
piled from information obtained
from Colonial Associations, etc.,
and will be found, when issued, to
form a useful Directory of the
names and addresses of firms and
persons in the Motor Trade in the
Dominions and Colonies.

The information contained in
the Register is kept up to date by
the issue of three quarterly Lists
of Additions, Alterations, and
Deletions.

The price of the Register is
10s. 6d. per copy to members of
the S.M.M.T., M.A.A., and retail-
ing members of the S.M.T.A.,
which price also includes the
quarterly Lists referred to. To
other than those mentioned the
cost is 21s. per copy.

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TOOLS AND SHOP SUPPLIES

Articles sold are superior quality—backed
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smiling service—and our prices are lower
through our large volume, right buying and
economical operation.

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Stewart Trucks
Miller Rubber Tyres
Miller Rubber Accessories
Raleigh Motor Cycles
Royal Enfield Motor Cycles
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New Hudson Motor Cycles

Wholesale and Dealers for:—

Motor Car Spare Parts
Motor Cycle Spare Parts

Our Motto:—

Good Service. Small Profit—big sale.
Cheap price & Good Quality.

A. LUNG & CO.,

SHOW ROOM

SERVICE STATION

19, Queen's Road Central
Telephone C. 1219

Peiwal St., Wanchai

Telephone C. 4318

WILLYS-KNIGHT SIX.

OFFERED IN LOW PRICE FIELD.

A NEW MODEL.

The announcement of the new Knight engine car in the lowest price class ever reached by a Willys-Knight six, opens an entirely new sales field since this car is priced at approximately 20 per cent. lower than any other Willys-Knight six ever built.

Company officials declare that with a decided trend on the part of motor car buyers toward cars powered by a Knight sleeve valve engine, an unusual sales volume is anticipated for the Willys-Knight Standard Six, which is now brought within the price range of thousands of buyers who formerly were prevented from owning this type of car because of price consideration.

It is stated by John N. Willys, president of Willys-Overland, that this move has been under consideration since the company started building six cylindered Knight motored cars three years ago.

The Great Six.

The start in the six cylinder field was made with the Willys-Knight Great Six which has been one of the outstanding successes in the field of luxury vehicles.

This model was followed by the Willys-Knight Six "70" which is now known as the Willys-Knight Special Six and which has been one of the largest sellers in its class since its inception.

The introduction of the Willys-Knight Standard Six now brings this well-known product into the three price ranges of six cylinder cars above \$1,100 and completes the programme which was started with the Great Six.

Developments in Knight Motor construction during the past three years have been conspicuous both in this country and in Europe and the new Willys-Knight Standard Six is said to include all the most recent and advanced features of sleeve valve design.

In comparison with other types of motors the gains made by the Knight motor in its general use throughout the world have been markedly greater than those set by any other type of motor construction since 1925.

The Advantages.

Conspicuous advantages claimed for this type of power plant include smoother operation, greater silence at all motor speeds and a length of service which has not been equalled by any other form of power plant used for motor driven vehicles.

The Knight sleeve valve construction eliminates all of the usual valve mechanism and the intake of fresh gases and exhaust of burned gases is positively controlled by the motion of two sleeves sliding smoothly and silently up and down, one inside the other, between the cylinder wall and the pistons, opening and closing the intake and exhaust ports.

These sleeves are actuated by connecting rods driven by an eccentric shaft. This type of power plant has been used by the leading manufacturers of luxury cars in Europe for many years.

Sleeve Valve Motor.

Unusually exact standards of fit and finish are maintained in the construction of the Knight sleeve valve motor and notable records of efficiency, power and speed have been established by this engine.

In virtually every respect the new Willys-Knight Standard Six retains the same characteristics of design, performance and appearance as featured by the Special Six and the Great Six.

A range of colourful body models comprising a Coach, 4-door Sedan, Coupe and the Touring will form the Standard Six body line. An exceptionally complete line of equipment, numerous innovations in interior appointments, together with striking new lines in body design are presented.

Powered with a 2-15/16 by 7-7/8 in. bore and stroke the engine gives a maximum horse power of 45 at 3,000 r.p.m. The power plant employs a seven-bearing crankshaft, an oil rectifier, and Bohnalite aluminium pistons. Conventional clutch, transmission and axle units are of special design while the chassis of 109-1/2 in. wheel-base carrying 29 x 5.50 in. balloon tyres is equipped with four-wheel brakes.

Unit Power Plant.

The new car employs a unit type power plant which is secured to the frame at four points, the rear engine supports being inclined to the rear at an angle of 45 degrees and attached to a corresponding pressed steel member riveted to the frame. This design tends to reduce engine vibration and make for smoother running at all speeds.

The conventional Knight engine practice of employing two cast iron sleeves for each cylinder

"BABY" CAR.

RIVALS TRAIN AND BUS.

THE 3RD CLASS TRAVELLER.

The Southern Railway has lost about \$500,000 a year for the past three years through road competition. — Sir Herbert Walker, manager of the Southern Railway. We are losing passengers as heavily as the railways. People are going in more and more for the small private car. — Mr. Sydney Garcke, a bus companies' chief.

The assertion that omnibus services are the principal competitors to the railways was denied by Mr. Sydney Garcke, a director and chairman of well-known bus companies, when he gave evidence at the Select Committee on the Railway Company's Road Transport Bill.

It was not buses but small private cars that the railways should blame, he said.

"The class of passenger who used habitually to go 3rd class on the railways and also used the omnibus services is going in more and more for the small private car," he declared.

Earl Russell: Then you are not an admirer of the Baby Austin? (Laughter).

Mr. Garcke: I am not sure that we are not losing passengers as heavily as the railways.

Another member of the Committee: And now there is a rival to the Baby Austin coming along?

Mr. Garcke: Yes; the Morris Seven, and there are others.

Mr. Garcke said that a census taken by his association of the passenger traffic passing a chosen point near Brighton showed that on a certain Wednesday 9.7 per cent. of the passengers were carried by omnibus, 71.2 per cent. by private car and motor cycle, and 14.4 per cent. by char-a-banc.

A similar census taken on a Sunday showed that 83.7 per cent. of the passengers travelled by private car or motor cycle, 3.2 per cent. by omnibus, and 6.9 per cent. by char-a-banc.

Similar checks which he had subsequently had taken showed that this great predominance of the private motor vehicle existed all over the country.

The Dover-Folkestone journey was exceptional.

"There has been excessive competition and price cutting between bus proprietors on this route with the result that for some time they have been carrying passengers for three pence on a seven-mile journey, which practically amounts to mountain climbing."

is employed. The cylinder group cast in bloc is bolted to the cast iron upper half of the crankcase with the oil pan formed of pressed steel.

The eccentric shaft supported in seven bearings is operated by a silent drive timing chain of 1 1/4 in. width and equipped with an automatic tightener.

Seven bronze back babbitt lined bearings of 2 1/4 in. diameter support the balanced crankshaft. The connecting rods having a centre to centre length of 9 3/4 in. are equipped with centrifugally cast babbitt bearings of 1 7/8 in. diameter at the lower end while the piston pin bears in a bronze bushing at the upper end.

Bohnalite aluminium alloy pistons embodying the Invar non-expansive strut employ four rings of 1/4 in. width, three of these rings being of the compression type and one of the oil control type—all being mounted above the pin. The pin is locked in the piston bosses by the conventional set screw.

The Lubrication.

Full pressure lubrication in which oil is forced to the main bearings, connecting rods, camshaft bearings and timing chain is employed in conjunction with a Skinner rectifier. The latter formed integral with the exhaust manifold clarifies the oil, sending the gasoline content in the oil back to the intake manifold and the refined oil back onto the crankcase.

The cooling system employing the pump type of circulation is fitted with a thermostat in the cylinder head water outlet to control the engine temperature so that the most satisfactory operating range is obtained under all conditions. The pump is bolted to the front of the cylinder block and formed in unit with the fan, the entire assembly being driven by a "V" belt from the crankshaft pulley. The radiator is of the cellular type with the shell having the same characteristic contour as employed on the other Willys-Knight models.

Fuel is drawn from the rear gasoline tank by a Stewart vacuum tank which delivers the gasoline through a filter to the plain-tube, pump well Tillotson carburettor, the latter being equipped with an air cleaner.

CAMEL & CADILLAC.

LONDON TO BAGDAD BY CAR.

EAST AND WEST.

Harold Churchill writing for the New York press has just completed a trip from London to Bagdad and his story makes interesting reading. He says:

Kipling was right in one sense, of course. The East and West may never meet in full mental and moral understanding. But they certainly meet physically in the streets of Bagdad. And one of the reasons they intermingle is the automobile. The centuries-old camel route across the desert had been virtually abandoned since European ships discovered the way to the spice markets of the East.

Then something happened. A golden stream began to spout from the land of Persia and Iraq—a precious flow of oil to feed the throbbing gasoline engine of the world.

Eyes were turned on Persia. Strange faces were seen on the twisting streets of Bagdad. Men spent thirty days reaching Bagdad, going by the Red Sea, all the way to Bombay, India, and then doubling back by the scorching Persian Gulf.

Then a new ship of the desert appeared. It was stronger and swifter than the fleetest camel, more awe-inspiring to the Bedouin than the fabled monsters of old. When it passed, the shepherd boy stares and his flocks scatter. It is the automobile that has come to follow the footsteps of the camel caravans that plodded their way from Damascus on eastward to Babylon, to Ur of Chaldaea, and Ctesiphon in ancient times.

Startling Trip.

Travel has been resumed over the ancient land route to the East, but the caravans of to-day hum the powerful victory song of the automobiles that have conquered the desert wastes.

On the whole it is rather a startling performance. Deep wadies or dried up water courses packed with jagged boulders lie in wait for the unwary automobile. These stones are from six inches to three feet in diameter.

"Until I saw it done," one passenger relates, "I would never have thought a car could go through such stuff (wadies) at the rate of even half a mile an hour, but they went through that stony wilderness at about eight miles an hour, and only turned aside for rocks over eighteen inches high." One may now board a motor car in Beirut or the Mediterranean, and in less than thirty hours be set down in Bagdad. The Syrian Desert has again become a highway of the world.

Now the cars of the trans-desert mail leave with railroad-like regularity, transporting missionaries, rug buyers from New York department stores, wives of British officers, and tourists, to and from Beirut, Damascus, Bagdad, and on to Teheran in Persia.

Lebanon Mountains.

Leaving Beirut and the colourful seacoast behind, the cars climb some fifteen hundred feet over the Lebanon Mountains. On the road one passes Bedouins and Syrians driving strings of gaily decorated and heavily laden camels, and quaint high hooded carts drawn by teams of mules.

From the top of the Anti-Lebanon range the road drops gradually to the oasis around Damascus. Steering due east from Damascus, the oasis is left with startling suddenness and travellers find themselves for the first time in the real desert.

For some five hundred miles then, there is not a human habitation. Luckily for the automobile the Syrian Desert is not the expected tremendous stretch of sand and dunes. With the exception of the last forty miles into Ramadi, there is virtually no sand. For more than two-thirds of the route the cars roll over a hard soil, covered in places with gravel, shingle, or shale.

The surface is such that the speed at which one can travel is limited only by the power of the engine, by the need of keeping the cars of the convoy in sight of one another, and by the physical endurance of the drivers.

One of the chief dangers is that of being bogged. If there has been rain ahead of you it turns the old river beds into sticky clay. For distances of half a mile or so they are impassable.

The other danger is that the hot, level sand over which the driver is rushing becomes so monotonous as to be hypnotic, and it is only by constant effort that the drivers keep from falling asleep at the wheel and pitching the whole outfit into a gully from three to twenty feet—at 65 or 70 miles an hour. The conquest of the desert is a monumental tribute to the stout hearts of the Nairn brothers and their associates who pioneered the trail, using Cadillac cars.

The present service brings Bagdad within nine days of London, and within 48 hours of Port Said. At Bagdad, connections are made with the railway to Baqa, on the Persian Gulf, and also to the Persian border, bringing Persia and Northern India closer to Europe and America.

THE NEW MORRIS.

MOTOR TRADE TAKEN BY SURPRISE.

SMALL CAR BID.

The decision of the Morris Company to make a bold bid for the small car market with an entirely new 7 h.p. car has created something of a stir in motoring and motor trade circles. The announcement took most people by surprise, because this development had been kept very quiet.

Several months ago, last autumn, in fact, there were whispers about a Morris "eight," but no one seemed to know definitely whether it was an 8 h.p. car or an eight-cylinder car that was referred to and when Mr. Morris's allied company, the Welsley firm, came out with a "straight-eight" nearly everybody decided that this was the model which had been talked about.

And so the story of a small 8 h.p. Morris was gradually forgotten.

A week or two ago, however, one or two of the Morris agents got to know that there was "something in the wind," as they put it, but none of them seemed to know exactly what to expect.

At the Cowley Works, near Oxford, they have a staff who can keep secrets. Generally speaking, new developments of motor manufacturers are shouted abroad in trade circles long before they are made public. Not so with any Morris changes, whether of prices or models.

Very few people can claim to know anything of the plans of Mr. Morris, and I think it is in no small measure due to the fact that he takes such an active and personal interest in and control of the factory where his cars are produced.

Inexpensive to Run.

This new small Morris must be regarded as the first reply to the new petrol tax, because I believe that the idea has been to produce a car which will be inexpensive to buy in the first instance, and—more important— inexpensive to run.

Rated at 7 h.p., with a petrol consumption of, say, 40 miles per gallon, this newcomer will appeal definitely to the man who can only just afford to own a car.

At the time of writing, the price of the 7 h.p. Morris has not been announced, but I feel sure that it will not be marketed at a cut price, say £100. The aim will rather be to produce a car worthy of the Morris tradition and name, a good-class job where quality has not been sacrificed.

Competition in the small car market is now very keen, and if all stories are true it will soon be keener still.

Let us look at the cars which will be competitors of this latest Morris product. Here is the list:—

7 h.p. Austin touring car, £135; saloon, £150.
9 h.p. Clyno touring car, £145; saloon, £160.
7 h.p. Jowett touring car, £142; saloon, £170.
"Junior" Singer touring car, £140; saloon, £150.
9 h.p. Standard touring car, £190; saloon, £185.
7 h.p. Triumph touring car, £149, 10s.; saloon, £187, 10s.
7 h.p. Peugeot touring car, £139, 10s.; saloon, £139, 10s.

All these cars come into the small, economy class, and with the exception of the Peugeot they are all British products. The Clyno and Triumph are only now being produced in any quantity, although they were shown at Olympia and Kelvin Hall last autumn. The Standard has been in production for a slightly longer period, and the others are what one might call old-stagers.

It is interesting to note that, according to Sir Herbert Austin, nearly 100,000 7 h.p. Austin cars have been sold. This car is now made in Germany, and I am told that it will soon be made in France, Denmark, and even America. Overseas it has made a lot of headway during the past year or two.

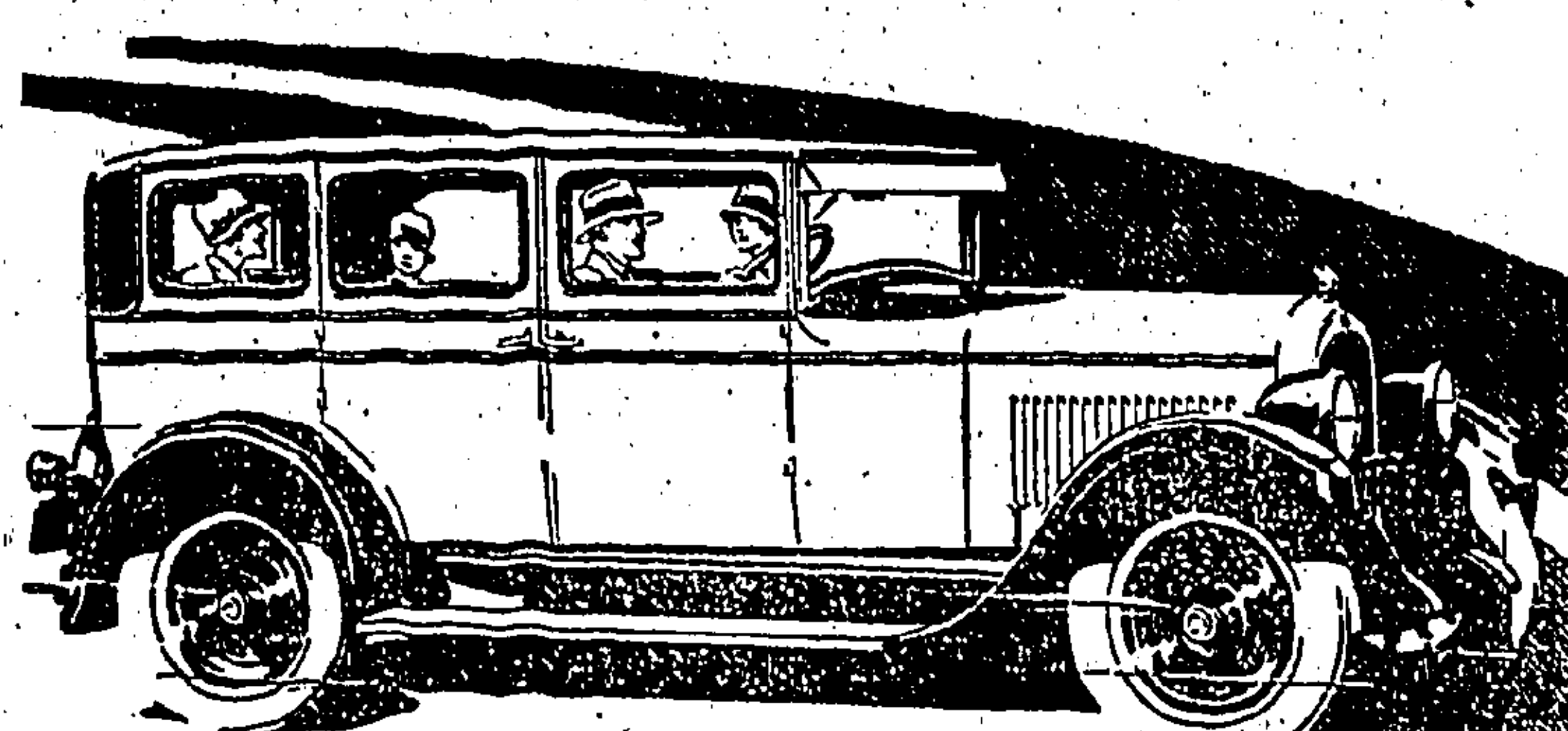
I wonder whether its new rival will be able to show as good a record in as short a time. If anyone can do it I am convinced it is Mr. W. R. Morris.

—Sports Despatch.

The towns of Tripoli and Benghazi, in Libya, were united for the first time by motor vehicles when three Fiat 503 models made a three-day journey across the desert, a few days ago. It had previously been considered that this region was impracticable to motor cars.

and within 48 hours of Port Said. At Bagdad, connections are made with the railway to Baqa, on the Persian Gulf, and also to the Persian border, bringing Persia and Northern India closer to Europe and America.

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Full-sized bodies of exceptional fineness, roomier by far than any other car of comparable price. Long flexible car springs and extra-large balloon tyres, giving you all the comfort of a large, high-priced car.

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Chryslers. And, above everything, it gives you a smoothness of operation and ease of handling and riding, that enables you to use its fleetness and dash with real comfort.

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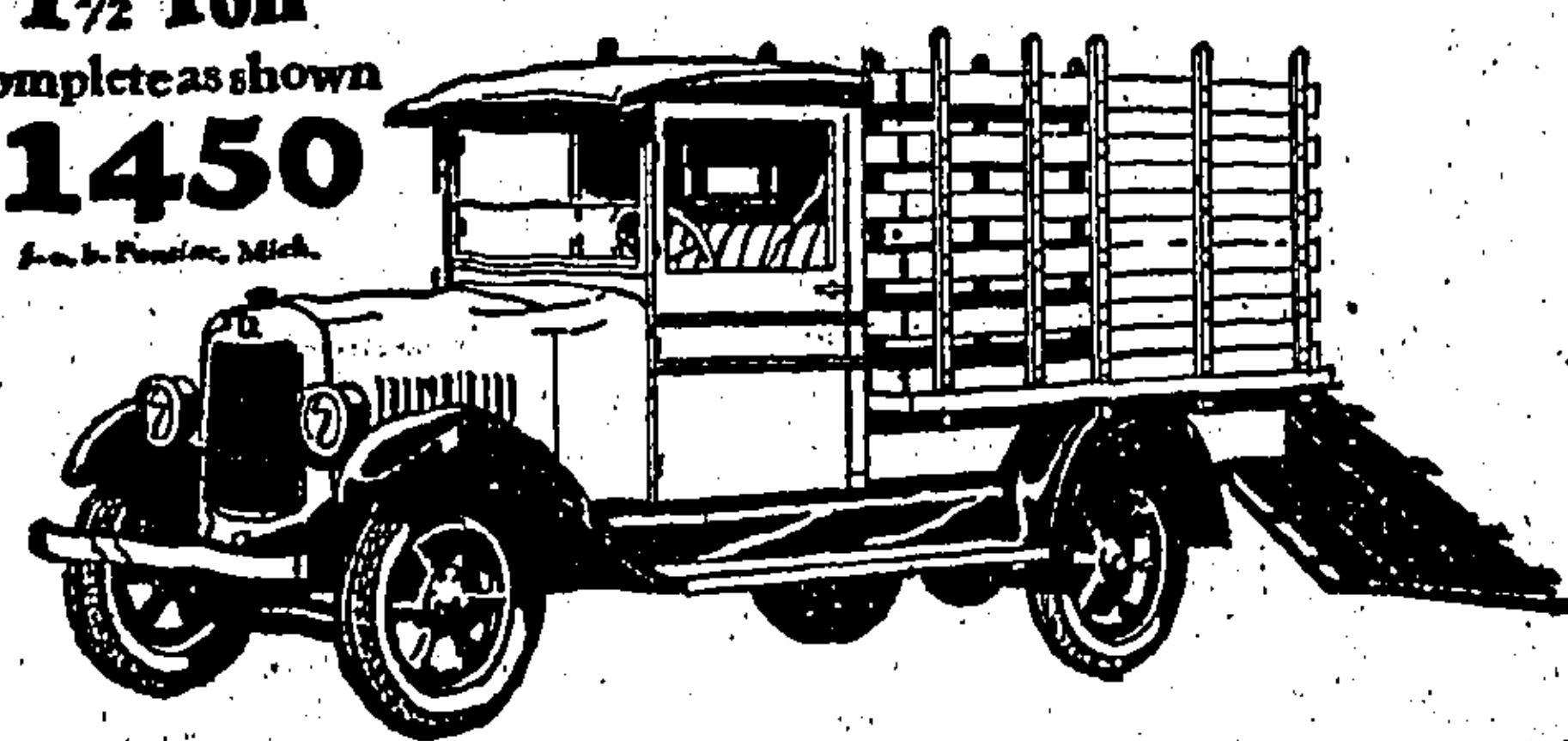
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A TRUCK FOR EVERY PURSE AND PURPOSE

ROAD HOGS.

DRIVING EXAMINATIONS
NECESSARY.

"NEW" MOTORISTS.

Ever since the war I have defended, in so far as he could be defended, the "new" motorist; but I am beginning to realise that he is only human—when he is a she, almost, startlingly human.

For six months past, and during Whitsuntide particularly, I have been meeting people whose favourite ballad would seem to be:

When I was a lad, my dad would say,

"Keep in the middle of the road!" or whose best-remembered scrap of Latin must be in medio tutissimū ibis.

The middle of the road has its appeals, but I am getting a little nervous about the growing number of motorists who either cannot or will not drive anywhere else, until I head straight at them, klaxoning in a most offensive fashion.

Our highways and byways range from twenty to sixty feet in width. Twenty feet gives plenty of room for two streams of traffic. There is ample space in twenty feet for three average vehicles abreast, so that a 20-foot road will still accommodate north-bound and south-bound or east-bound and west-bound traffic while one vehicle is stationary by the roadside.

MY CRASH.

But I seem always to be meeting people who have a mortal dread of anything in the nature of road-camber, and so will hold on to the crown of the road until the last possible moment; and when the road is anything less than twenty feet in width, or when they and I have to pass stationary vehicles, their adherence to the crown of the road constitutes a frightful nuisance.

On an empty, open road I will spend the whole day with my near-side wheels a bar two feet from the kerb, or grass, or wall. Having good suspension and steering, knowing my job, I am content to do so. But people whose suspension and steering are less meritorious, people who are still nervous about the camber of the extreme edge of the road, seem to presume upon my modest claims, and every day and every night I am "shaven" by them.

My present car is only five feet in overall width. Why, then, on roads of the width of those from, say, the Royal Exchange to Portsmouth, should anybody need ever to come within two inches of my off-side running-board, my near-side running-board being only two feet from kerb, grass or wall? Day after day, night after night, my most frequent companion says "Phew! that was pretty close!"

25 YEARS AGO.

I can remember twenty-five years ago feeling very nervous about the camber, the slippery-looking slope toward the kerb. But that camber is never as fierce nowadays as it was then, and latter-day tyres do not slip even on wet roads. No, it is just nervousness in some cases, and infernal carelessness in others.

I have only been crashed once in a quarter-century; it was on a rain-swept hill, in darkness, by a car driven by a man who wore glasses nearly a quarter of an inch in thickness and had rain-spots on both his spectacles and his wind-screen (of an open car). He cost me £105, and cost one of my passengers a broken nose and an eyebrow. I was sorry for him, because he was so obviously upset by the outcome of his handiwork.

When, however, one of these gentlemen who will shave my running-board by millimetres, actually touches it, I am going after him, ventre-a-terre, going to "head" him, and then thump into him some of the broader rudiments of common sense as applied to road-faring.

Why this blood-lust? Because when he shaves me he tends to make me spill my own beads, or bump a cyclist on my near side, and I don't like bumping cyclists any more than I like spilling beads.

A NAUGHTY GIRL.

Almost the whole of road-hoggingness is explicable either by ignorance or inconsiderateness, and neither is excusable to-day. I read, every week, that so many thousands of new cars have been licensed in this, that, or the other area. I watch and pray—pray that at least one of each thousand will be driven by somebody fit to be entrusted with a garden barrow full of lawn-mowings!

I see Gertrude, just after she has asked George to let her take the wheel, and George has done so. I know that Gertrude has not even paid her £5 for a driving licence. I feel tempted to speak, and tell the next policeman I see that Gertrude is a naughty girl—and a menace to the safety of everybody else within sight, which is much worse than being naughty, in my eyes.

AN "INQUISITION."

I begin, in fact to reconsider my kindly, fatherly attitude toward the

A NEW MARK.

LOW PRICED CARS BRING
GREATER DEMAND.

DODGE SALES.

With the added stimulus that has been provided by the introduction of the new low priced Standard Six, retail deliveries by Dodge Brothers, Inc., for the week ended April 7, in America and Canada, exceeded factory shipments by 67 units, according to John R. Lee, general sales manager of the company.

Retail sales of cars and trucks totalled 6,232 units which exceeds any week last year and sets a new high mark for 1928. Factory shipments were 6,165. It is significant that domestic dealer reports show an increase in sales of passenger cars of 52 per cent., over the corresponding week in 1927. The retail deliveries were 18 per cent., over those of the preceding week, and 32 per cent., ahead of those for the same week last year.

"While the public acceptance of the new Standard Six line has met every expectation, as evidenced by the retail sale of approximately 3,000 of these cars in the first eight days upon the market, the heavy demand that is being made for all of our lines is exceptionally pleasing," said Mr. Lee.

"The Senator Six is rapidly finding its place in the higher class passenger car field, and judging from recent reports, it will undoubtedly be necessary to substantially increase our production schedules on this line. During the past week, retail sales of the Senator Six gained 37 per cent. over the preceding week while the Victory Six models which have been great favourites with the buying public since the day of their introduction again added a 23 per cent. increase to their already many sales records.

"In addition, a continued heavy demand holds up for our trucks and commercial cars. We are exceedingly optimistic over sales prospects for the second quarter."

ENGLISH COACHWORK.

As cars become faster there is a tendency for their chassis and coachwork to be built nearer the ground. This makes for stability and safety and also to a small extent for economy owing to the fact that wind resistance is reduced. The latest range of improved coachwork designed somewhat on these lines is that announced by the Armstrong Siddeley people, who have taken a line somewhere between the ultra-low and the over-all type of body. Their new designs include a six-window fabric model, the principal features of which are a reduction in overall height, an increase in accommodation and a very distinct improvement in appearance.

The new ex-window fabric saloon is a definite improvement on the old four-window type. It is better lighted, permits wider angle view from the interior and looks altogether more dainty and better proportioned. Side by side with this fabric model the Armstrong Siddeley Company list a coach-built design, the shape and accommodation of the two cars being generally similar and the bodies being available not only on 20/50 and 15/35 h.p. six-cylinders, but also on the 14/30 h.p. four-cylinder type.

On the lowest powered chassis another innovation is a four-window fabric body which only costs a few pounds more than the open touring body on the same chassis and represents remarkably good value.

newly-fledged, and I become more than ever sure that we must, simply must, come to the examination of ability to drive of all applicants for driving licences, no matter how many years they may previously have held licences. I could never understand the objection to such examination on the part of anybody who can drive. It always seemed to me that the people who protested, who vapoured about "inquisitorial methods," were not too sure of their own p's and q's. Why, otherwise, deprive an inspector of the pleasure of seeing a decent car decently driven?

We cannot make a whole nation and its visitors motoring cherubim. But we can assure ourselves that we know how to drive, and we should, so that when they have barged into the village lock-up and put it four paces to the rear, we can at least exculpate them from a charge of incompetence. Reckless fools are dangerous; but fools who are incompetent as well as careless are very fearful wildfowl.

The whole of motoring good manners can be taught, and learned, in a very few hours. Let them be both taught and learned, or by the time August Bank Holiday is here... But don't let's look too far ahead!—Evening News Motorist Correspondent.

MYSTERY SHIP.

AND A MOTOR
CAR.

THE LA SALLE.

180 miles almost due north of Detroit, near the western shore of Lake Huron is a small lake known as Lake Solitude and in connection with it, the inhabitants of the Tawas district in which the Lake lies, have for generations told a story about a mystery ship which was sighted over with mud and gradually disappeared.

The name of the ship is thought to be the "Griffin," it was built almost 250 years ago in 1679 on the Niagara River above the world famous Niagara Falls, by Rene Robert Cavalier Sieur de La Salle, a Frenchman of high birth and daring adventurous spirit.

La Salle had hopes of building a great inland empire in America for his beloved France. His plan was to build a ship to sail the great lakes of Erie, Huron and Michigan. These lakes are so vast that together with Lake St. Clair which lies between Lake Erie and Lake Huron they have a surface area greater in extent than that of the islands of Java, Madura, Bali and Lombok combined.

He also planned to build another ship on the Illinois River to sail down it to the great Mississippi and then on to the Gulf of Mexico where he was convinced the Mississippi emptied into the sea.

The "Griffin."

La Salle completed his original programme and arrived at the head of Green Bay, Lake Michigan. There he pitched camp and after a period of successful hunting loaded the "Griffin" with valuable furs which he sent back to Niagara en route to Montreal in order to repay the people who had financed his expedition.

The "Griffin" and her brave sailors ran into a violent storm a few days after she had set out on her return voyage and has never since been heard of, but the people living near Lake Solitude claim, from the stories handed on to them by their ancestors, that the hulk which lies buried in the mud of that Lake is the missing ship. La Salle waited but no "Griffin" returned so he again set out on his adventure, crossed to the head of the Illinois river, built his second ship and sailed on to the Gulf of Mexico.

The General Motors Corporation chose this great adventurer's name for the La Salle car and ever since have striven to build into it the indomitable will and determination to get there, which imbued the great explorer.

DARKEST AFRICA.

11.9 H.P. MORRIS CAR BLAZES
TRAIL.

LAGOS TO MOMBASA.

Amid all the propaganda directed against the British small car and all the much boasted, but carefully planned "stunts" conducted so often by the manufacturers of big foreign cars, an English official has quietly driven his Morris Cowley 2-seater right across the heart of Africa from Lagos in the West to Mombasa on the East Coast without any convoy of spares, without publicity; indeed, without being conscious of having done anything very remarkable.

Due for leave in England, Mr. C. M. Barton, a member of the Nigerian Administrative Service, decided he would proceed home by an East Coast liner. Having experienced the qualities of his Morris Cowley in Nigeria he had little doubt of reaching Mombasa; and so on February 23, accompanied by his Nigerian servant, and taking with him an extra spare wheel, a piece of coconut matting and two short strips of expanded metal, he set out from Kano, where he had previously arrived by car from Lagos. Exactly a month later, and after traversing French Equatorial Africa, he drove into Nairobi, and then proceeded to Mombasa, having easily averaged 100 miles a day. The only incident was the gutting of the petrol trailer, which caught fire nine days out of Kano.

LONDON GROCERS IN ITALY.

Sixty London grocers, all of them members of the Institute of Certified Grocers, recently enjoyed the experience of visiting the Fiat motor works at Turin, Italy, by motor coach. So liberal are these works laid out that the six coaches carrying the visitors were able to travel under their own power down the long line of machine shops, passing from floor to floor by means of the elevators, until they emerged on the roof track. They returned to earth by way of one of the spiral roadways built in this unique factory.

TRUCK SALES.

CONDITIONS BRING MORE
OPTIMISM.

BETTER BUSINESS.

Business conditions throughout the country point to increased sales volume in the truck and commercial car and truck sales for Dodge Brothers, Inc.

Comfort and appearance are marked tendencies in the motor truck field, Mr. Sneathen points out. Manufacturers are building commercial cars with these features incorporated with stamina, economy and dependability usually associated with truck performance.

"The rapid construction of paved roads and wider highways and the manufacturing facilities to build trucks or commercial cars particularly adopted to every line of business are awakening executives to the possibilities of motor transportation never dreamed of before," said Mr. Sneathen. "For the same reasons, operators of truck fleets are finding expansion profitable and necessary in a competitive market that demands economy, speed and dependability in transportation."

"Figures in our company show truck orders for March this year totalled 4,342, compared to 3,160 for February, a gain of 1,182 units or 37 per cent., and indicative of the trend to increased sales."

"Analysis of new commercial car and truck registrations shows that gains or losses in the trade for the first two months of 1928 compared to 1927 are well distributed among agricultural and industrial states. It indicates that while some sections of the country have dropped behind last year's mark, no depression in any particular industry is evident. Conditions of this type are far more encouraging than if figures revealed a slump in several trade lines."

IF I WERE

MANAGER AS MOTORING
POLICEMAN.

[By W. M. W. Thomas.]

(General Sales Manager, Morris Motors (1926) Ltd.).

In proportion to the increase in volume of traffic motoring is far less dangerous than it could quite reasonably be expected to be.

Consider these facts. New cars are coming on to the roads at the rate of 2,000 a week, which, even allowing a high figure for the scrapping of old cars, means probably a total addition of 1,500 vehicles. Of these many are handled by people who have had no previous experience of motor-car driving and also have not had the benefit as had many earlier motorists, of acquiring road-sense in horse-drawn vehicles.

The average speed of traffic has also gone up appreciably during the last five years. Even the most modestly priced cars sold nowadays are good for an honest fifty miles per hour, whereas their prototypes of 1923 or so were nothing like so fast. The flow rate of modern traffic is much faster than that of five years ago.

Our roads must be safer to enable the big potential advantages of car ownership to be obtained by a still larger circle of the public. And the most direct way to ensure that safety is to institute the force of motoring policemen suggested in "The Daily Mail."

If I were a motoring policeman I should expect to have power given me to deal with careless cyclists and even careless pedestrians. I should not desire absolute authority to convict motorists or others at sight, for in many instances the degree of danger involved is a matter of opinion and argument. I should, I hope, not be expected to arrest drivers who were exceeding the legal speed limit on safe roads. Rather would I aim at forcing safer driving habits all over the country by warning and advice and not by shoals of convictions. I should travel in plain clothes and in a very ordinary looking car.

The speed trap is out of date—even if, for that matter, it ever operated as a check on dangerous driving at all. Its action is too circumscribed. It also only takes into account speed pure and simple as the deciding factor in dangerous driving, whereas, as any motorist knows, it is just as simple to drive safely at 60 miles per hour on certain occasions as it is to be criminally reckless at 10 miles per hour on others.

The menace of the road to-day is not the man or woman who drives fast under proper conditions but the person who uses the road carelessly—and this does not only apply to motorists—"Daily Mail."

You Can't Beat
Our Prices for
Miller Tires

GEARED-TO-THE-ROAD

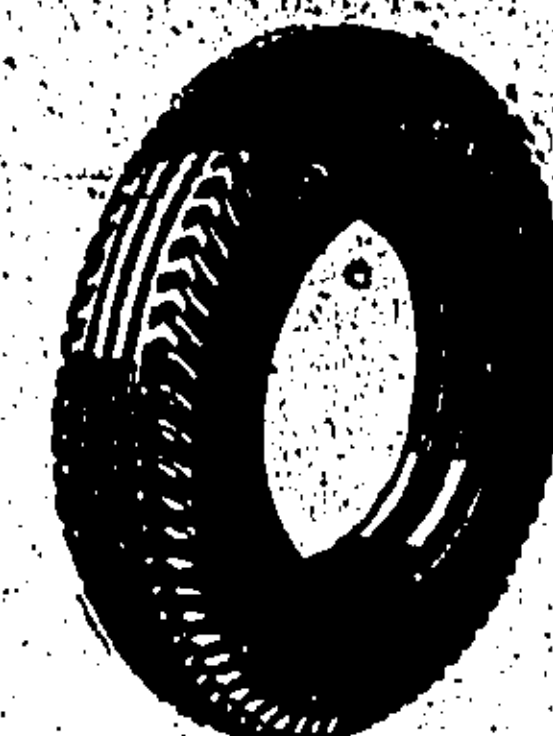
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FOR CHEVROLET.

BOARD OF ENGINEERS
RECOMMENDS OIL.

The Board of Automotive Engineers of the Vacuum Oil Company now recommends Mobiloil "A" for the engine of 1928 Chevrolet cars and trucks. This recommendation includes the 1925, 1926 and 1927 models also. The reasons for this change are:

1. Difference in driving conditions.

2. Improvements in the Chevrolet motor.

3. Improvements in Mobiloil "A."

A number of conditions have changed with respect to motor car operation during the past few years, especially during the years 1925 and 1927. In the United States, fuels have changed considerably and non-detonating fuels are to-day the rule rather than the exception. Possible road speeds have increased from 20 to 30%. Many connecting inter-city and inter-state highways with smooth concrete surfaces are extending in a network throughout the United States. Not only have these conditions made higher speeds possible, but in addition have permitted of these higher speeds being maintained for long and extended periods.

Automotive manufacturers have been quick to realise these changed conditions. This has resulted in keen competition among car manufacturers in the various price classes. They have "stepped up" their engines to greater performance with a view to obtaining higher car speeds and they have made alterations in design which permit of these higher speeds being sustained for long and continuous periods.

Ahead of the Field.

The Engineering Division of the Vacuum Oil Company has been constantly keeping pace with these changing conditions. Our field engineers have been conducting service and dynamometer tests to determine accurately the requirements of lubricants to meet these changed conditions. Our Gargoylle Mobiloil in the various grades has been and is being improved from time to time to keep abreast, and in fact a step ahead, of the actual and anticipated requirements.

The 1928 engine employed in the Chevrolet car is, of course, one of the units affected by these changed conditions. The manufacturer has made many improvements in design and production methods with a view to "stepping up" the performance of this engine.

Where driving conditions require higher engine speeds, greater volumes of fuel must be burned in a given time. This results in higher temperatures throughout the engine and in turn demands lubricants heavier in body and possessing to a greater degree those characteristics which make for better lubrication. The new Mobiloil "A" has been designed and produced to meet these new conditions.

Same Conditions.

While it is true that the improvements in design of the 1928 Chevrolet engine do not apply to the previous years' models, the fact still remains that the prior models of Chevrolet engines are being operated under the same general conditions as the present models insofar as speed, heat, fuel and oil are concerned.

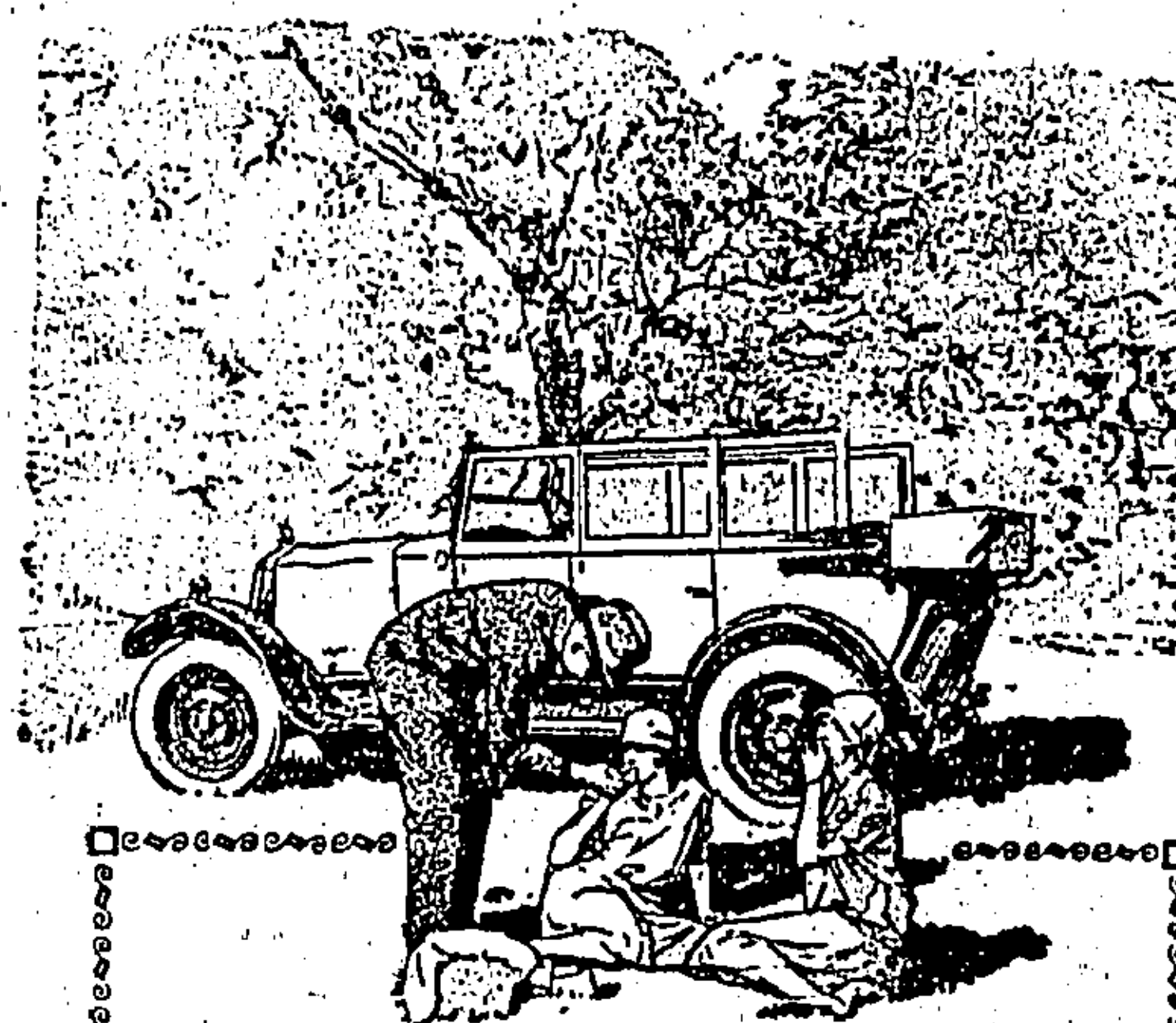
The same speed conditions apply to all.

The same heat conditions will apply to all.

The same general fuels will be used in all.

The same great advantages embodied in the new Mobiloil "A" should be made available to all.

The new Gargoylle Mobiloil "A" in addition to meeting the lubrication requirements of the Chevrolet engine, is an unusual way, effects greater miles per gallon, maintains high compression under sustained high road speed conditions, with stands dilution to a greater degree, and, due to special improvements made in it, considerably extends the periods between necessary carbon removals.



Six-Cylinder
Holidays

The noiseless movement—
Softly flowing power—
Slashing acceleration, and
Thrilling down-hill swoop
of the Armstrong Siddeley
will improve any holiday.

18-50 h.p. Six Cylinder

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SIDE-CAR TOUR.

When the B.S.A. world tourists, B. H. Cathrick and J. P. Castley (of the "Motor Cycle" staff) reached Southampton on March 28 they had covered 60,000 land and sea miles in 19 months—equal to 2½ times round the world—and of this figure 20,500 miles were recorded on the speedometers of their machines. This was the only motor cycle expedition to tour New Zealand and South Africa, the first to cross Asia Minor, the Sinai Desert and the Andes Mountains (at 10,600 ft.) and to traverse Europe from Lisbon to Constantinople. The South African tour of 5,600 miles in six weeks put the greatest continuous strain on the riders and machines, and the longest day's ride of the whole tour. (from Beaufort West to Worcester, C.P.) was accomplished on the last day but one of the South African section. The riders were given civic receptions throughout Australia, New Zealand, Tasmania and South Africa, and lectured to motor cycle clubs in nearly every town passed through in these dominions. Cathrick has joined the Birmingham staff of B.S.A. Cycles Ltd., while Castley has returned to his former work on "The Motor Cycle."

STURDY 2-2½ TON LORRY.

The production of the Associated Daimler Model "204" 2-2½ ton commercial chassis was stopped during the latter part of last year, but owing to the continued popular demand from customers for this sturdy lightweight model, it has now been decided to continue production. The chassis, as is well known, is fitted with a 28 h.p. 4-cylinder poppet valve engine of monoblock construction, 4-speed gear box and overhead worm drive. The chassis price (at home) with solid tyres is £545, including electric lighting.

HIT AND RUN DRIVERS.

There have been a number of cases of hit and run drivers reported in the city recently. Drivers who fail to stop after an accident are the kind that lack sufficient sense of responsibility toward other travellers. Such drivers, as has been termed by Frank G. Snoot, chief of the Division of Motor Vehicles in California, are either cowards or criminals. In either case they deserve no sympathy and no mercy should be shown toward their apprehension.

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FUTURIST PIANO.

TRADE HOPE FOR NEW
INSTRUMENT.

WANING POPULARITY.

Buxton—"There is no question that there is a slackening on the part of the public throughout the whole civilised world in the demand for pianos," said Mr. S. E. Moon, in his presidential address to the Federation of British Music Industries Convention, which opened here last month. Nearly 200 delegates, many of them accompanied by their wives, have come from all parts of the country to the convention. Every branch of the industry, from manufacturer to dealer, is represented.

"The piano is a very technical instrument," continued Mr. Moon. "It is just possible that its development or evolution is not yet finished. I wonder whether it is not possible to evolve some instrument in the future which would be played in much the same way as the piano of to-day, but which would be as different from the piano of to-day as the piano is from the old-time harp."

They already had the mechanical player and the reproducer piano, he continued, but no reproducer piano, however good and marvellous its production, could ever take the place of a musical instrument played by a skilled individual performer. (Cheers.) It was not the magnificently worked out reproducer piano that was going to bring people back to the desire to produce music for themselves.

Dance Craze Influence.

Why was there this slackening on the part of the public to produce music for themselves? It was, first, one of the inevitable results of the war; secondly, it was due to the craze for dancing, which had affected all types of music. To some, dancing was the only way in which they could express music. Most of the music of to-day could be used in a dance hall, and the average man in the street looked upon music as a kind of syncopated rhythm to which he could dance.

Referring to the difficulties of manufacturers, he thought that overhead charges could be considerably reduced if they introduced the co-partnership scheme. As far as was known at present, there would be no pianos exhibited at the next British Industries Fair, as suitable accommodation could not be guaranteed, and the question was being considered whether they should not themselves organise an exhibition. (Cheers.)

Dancing and jazz had had a wonderful effect on the gramophone and wireless industries. While a year or two ago there were many makes of gramophones there were very few makes of records, but to-day there were numerous makers of records and all continued to make innumerable pressings of jazz music.

Alderman Charles Foulds, Nottingham, President of the Music Trades' Association, attributed the decline in the demand for pianos to the fact that people to-day were physically and mentally lazy. But that was a phase which would pass.

"When Things Settle Down," Mr. R. W. Pentland, President of the Scottish Music Merchants' Association, said the demand for mechanical music had grown beyond all anticipation. In days gone by, young people setting up their homes required a piano and a drawing room. To-day it was a smoking lounge with a gramophone and a garage. But that was a passing phase brought about by the war. Once people settled down again, fathers and mothers—the young people of to-day—would soon be saying, as they saw their children growing up, "Oh, we must have them taught the piano." (Cheers.)

Mr. H. V. Strong, representing the music printing industry, said that he was glad to state that the largest part of the music published in this country was printed here. (Cheers.) But orders which did go abroad, where prices were from 20 to 50 per cent. below ours, while not large in number, were by no means negligible in bulk and value.

WORKHOUSE STORY.

TRUE ACCOUNT OF THE \$600
A YEAR HEIRESS.

CHANCE FOR SISTER.

A workhouse orphan who may be presented at Court is one of the proudest "possessions" of the Lewisham Board of Guardians. She is no longer really theirs, but they maintain a proud and affectionate interest in their one-time inmate, who is now the adopted daughter of a wealthy and cultured family, states the "Evening Standard."

She has \$600 a year in pocket money as well as a beautiful home.

The dearest wish of the staff that nurtured her is that the secret of her humble origin shall never be known to a critical world. They are bound by a well-



Chairman Claude S. Shaver, of the Democratic National Committee.

intentioned conspiracy of silence. "Her secret is safe with us," they say. "We have hundreds of such secrets in our keeping."

The Little Mother.

The romance of the one-time pauper who is now a Society girl was told by an official of the Lewisham Guardians, who said:—

"Years ago two tiny girls who had no parents or friends in the world were left in our care. One was older than the other and always regarded herself as a 'little mother' towards her baby sister."

"They were boarded out by us at institutions, and found to be charming and graceful children. Then we had an application from a retired Army officer—a lieutenant-colonel—and his wife who had no children of their own and who badly wanted a little girl to cherish and bring up."

"There was no candidate in our homes better suited for this beneficent offer than the elder of the two little girls. The colonel and his wife saw her, spoke with her, and a bond of affection sprang up between all three at once."

"Proper provisions were made, and the Board of Guardians gave the necessary authority for the little girl to be formally adopted by the colonel and his wife."

The Separation.

"There was some sadness at first at the parting of the sisters, but the younger seemed so thoroughly happy with her fellow orphans in the home that the elder took the separation in good part. She was shy at first in her novel surroundings, but soon became adapted to the new life into which she had entered."

"She was sent to a good school, and received every care and affection from her adopted parents. She made a large number of friends in her changed circumstances, and became indistinguishable from her well-born companions."

"Recently this lucky girl became a partial orphan for the second time. Her adopted mother died. In token of her affection for the kind ministrations of her adopted daughter, she left the latter several thousands of

SOCIETY BALL.

GUESTS' ESCAPE FROM A
FIRE.

BLAZE IN A TENT.

The guests at a society ball in the West-end of London were startled in the early hours of a recent morning by an outbreak of fire which, but for the prompt action of the brigade, might very easily have assumed alarming proportions.

Happily no one was injured, a fact which is probably to be attributed to the entire absence of panic among the guests.

The ball was being given by Mrs. Bower Iamay for her daughter, Miss Del Iamay, and was taking place at 25, Bruton-street, a thoroughfare connecting Bond-street and Berkeley-square.

It was about a quarter-past two in the morning when the fire started, and it became so fierce that the guests, who numbered about 400, had to leave the house, and there were very soon in the street groups of men and women in evening dress, many without their coats and wraps.

The fire occurred in a marquee which had been erected at the back of the house over the basement kitchen. The marquee was being used as a buffet, and was lavishly decorated. How the fire started is not definitely known, but the belief is that an oil or spirit stove was overturned.

The decorations and the canvas of the tent were almost instantly ablaze, and the heat of the flames was such that the dresses of some of the ladies were scorched before they could get away. Fortunately the majority of the guests were in the ballroom at the time, only comparatively few being in the buffets. The flames reached the interior of the house, and some of the furniture and decorations there were damaged. The house contains a number of valuable pictures, and these were rapidly removed, a task in which the guests assisted.

Six fire engines and two escapes were quickly on the scene, and the firemen soon had the fire well in hand, but it was not till about four in the morning that the last of the Salvage Corps left.

The heat was sufficient to break the glass and scorch the woodwork of some of the windows of the adjoining house, which is occupied by Lord Islington.

pounds, from which our former inmate now draws \$600 a year. "She continued to live under the care of her adopted father, and the two are more devoted to one another than ever since the loss of the colonel's wife."

"She is now 21 years of age and well launched in society. She will probably marry well before long, unless she feels called upon to take up a profession."

"But she had not forgotten her little sister who had remained in the care of the Guardians and who was boarded out at a London convent for orphan girls. The two sisters corresponded frequently for years. When the elder attained her majority she felt she was able to do something for her only blood-relation."

"She, therefore, applied to the Guardians, with the sanction and backing of her adopted father, for the custody of her sister."

The Guardians decided to approve this course. They interviewed the elder sister, found her a well-bred and self-possessed woman, and gave her charge of her young sister."

"So we shall see the last of the orphan. But we shall never forget that one of our babies made good in the hard world outside, and then came back to give a chance in life to the little sister who had once shared her poverty."

Peking having fallen into the hands of the Nationalists, says the Chinese press, hundreds of officials have been thrown out of employment and so the Nationalists are going to hold examinations to see whether they are capable, or not, of assuming other positions. Those falling to pass will be supplied with sufficient cash to return to their homes.

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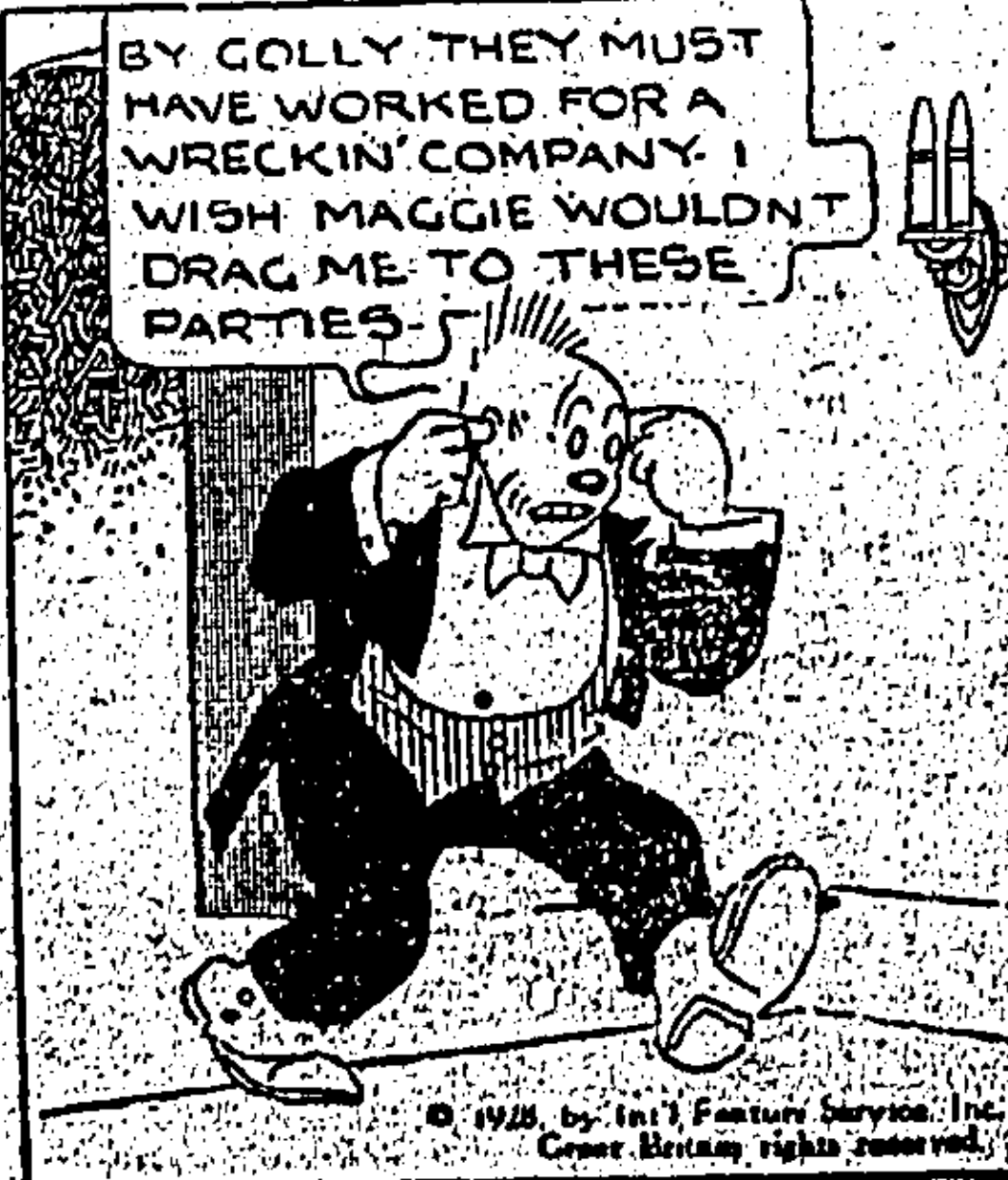
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From	THURSDAY, JULY 5.	Per
Straits		Fook Sang
Europe via Suez (Letters and papers, London, 7th June, and parcels, 31st May)		Kashmir
Shanghai and Amoy		Luchow
FRIDAY, JULY 6.		
Shanghai and Europe via Siberia		Khyber
U.S.A., Canada, Japan and Shanghai		President Jefferson
SATURDAY, JULY 7.		
Shanghai and Swatow		Sunning
MONDAY, JULY 9.		
Manila		President McKinley
Canada, U.S.A., Japan and Shanghai		Empress of Asia
Australia and Manila		Aratara
TUESDAY, JULY 10.		
Australia and Manila		Taiping

OUTWARD MAILS.

For	THURSDAY, JULY 5.	Per
Saloon		Prosper
Sam Shui and Wuchow		Anjou
Keungchow, Pakhoi and Haiphong		Limechow
Amoy		Fooksang
FRIDAY, JULY 6.		
Bangkok		Kweiyang
Haiphong		Song Bo
Shanghai, Japan and Europe via Siberia		Kashmir
Swatow, Amoy and Fookchow		Hai Ching
Manila and parcels for Germany via Hamburg		Albert Voegler
Wei Hai Wei		Kwangse
Shanghai		Szechuen
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 5th Aug. K.P.O. Parcels 4.30 p.m. Registration (July 7th) 9 a.m. Letters 10 a.m. G.P.O. Parcels 5 p.m. Registration (July 7th) 9.45 a.m. Letters 10.30 a.m.		Khyber
SATURDAY, JULY 7.		
Straits and Calcutta. Parcels 11.30 a.m. Letters 12.30 p.m.		Takada
Sandakan		Mausang
Straits		Sui Sang
Formosa		Batavia Maru
Manila		Pres. Jefferson
Amoy		Anhui
SUNDAY, JULY 8.		
Bangkok via Swatow		Kayang
Swatow, Amoy and Formosa		Kishu Maru
MONDAY, JULY 9.		
Shanghai and Europe via Siberia. Parcels 3 p.m. Registration 4.15 p.m. Letters 6 p.m.		President McKinley

*Correspondence bearing vessel's name only.

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INDIANS CAUSE "SENSATION."

LABOUR MEETING.

DELEGATES OPPOSED TO LABOUR PARTY'S ATTITUDE.

CHAMAN LAL'S ATTACK.

London, Yesterday. The Indian delegates have withdrawn from the Commonwealth Labour Conference as a protest against the attitude of British Labour towards the Simon Commission and the methods of procedure adopted at the Conference.

This sensational action is a sequel to leader Chaman Lal's presentation of a resolution reaffirming the opinion of all constituent bodies of the Empire at the preceding Conference (in 1925) in favour of the grant of immediate self-government to India.

The resolution condemned the appointment of the Simon Commission as not meeting with Indian political aims.

British labour members contended that the Conference was a deliberative body only and was not intended to record resolutions whatsoever, and this point of view was adopted by 5 votes to three with one abstention.

Chaman Lal then attacked the British Labour Party's general attitude towards India. The delegation subsequently left.—Reuter.

A WOMAN'S PLUCK.

AVERTING FIRE TO PETROL PUMP.

Mrs. Barber, 50, wife of a member of a firm of haulage contractors, of Mitcham Junction, showed remarkable pluck when a motor lorry caught fire in the yard of the garage. Crawling under the burning lorry to protect a petrol-filling pump from the flames, she lay on her back holding the rubber tubing, and was in the greatest danger from dripping petrol. She escaped injury, but is now consigned to bed with shock.

The lorry had just filled up at the petrol pump, and when the driver started the engine it back-fired, and the lorry immediately burst into flames. Mr. Barber's son steered the vehicle into the roadway. His oil-soaked clothes caught alight, and he had to jump into a pit of sand to extinguish the flames, but escaped with scorched hands, legs, and eyebrows. The Mitcham fire brigade was called, and extinguished the flames.

PIT LAID IDLE.

ALLEGED "PERNICIOUS INFLUENCE."

South Shields.—At the county court recently, judgment for agreed damages of £378 was given against nearly 1,000 miners for breach of contract by laying a pit idle for three days.

Counsel for the owners said that a pernicious outside influence was at work, posters urging the men to undermine their leaders and destroy the industry by which they were employed having been found at the pit-head.

It was further stated that the company's actual loss was £760, and that 100,000 tons of coal had to be sent elsewhere for shipment.

GERMAN DYE.

BIG INCREASE IN TRUST PROFITS.

Berlin.—The Board of Directors of the Interessen Gemeinschaft Farbenindustrie Company (the big German dye trust) has decided to propose to the general meeting a dividend of 12 per cent., as compared with the 10 per cent. declared for the previous twelve months.

The net profits total 100,812,000 marks, as against 68,718,000 a year ago.

Signor Mussolini gave a dinner party in Rome in honour of the members of the Institute for the Unification of Private Law. Many well-known Italian and foreign personages were present.

TO TAKE CHARGE AT CANTON.

WONG SHIU-HUNG.

INVITATION TO THE KWANGSI WARLORD.

CURRENCY MATTERS.

It is learned that General Wong Shiu-hung of Kwangsi is completing preparations for a visit to Canton. Owing to the recent reorganization of the Provincial Government, there are many questions on which his advice is sought, and he has been invited to come to Canton to partake in the discussions. Since Marshal Li Chai-sum was asked to attend the Conference in Nanking, General Wong Shiu-hung has been urged to take charge in Canton for the time being.

Finance Commissioner. Mr. Huang Chi, Commissioner of the Department of Finance in Kwangsi, arrived in Canton from Nanning on June 30.

Immediately after arrival Mr. Huang paid a visit to Marshal Li Chai-sum and Mr. Fung Chuk-man, Commissioner of Finance in Kwangtung. Mr. Huang visits Canton on an important mission in connection with the reform of financial matters and the re-adjustment of the currency system in the provinces of the two Kwangs. He has also to confer with the Canton authorities on the various proposals that it is intended to be raised at the forthcoming financial conference convened by the Central Government. These proposals, when decided upon, will first be submitted to the local Branch Political Council for approval.

Gen. Hsu King-long, Commander of the 5th Army, and Rehabilitation Commissioner for the Eastern Region, arrived in Canton over the week-end. General Hsu is one of the Commissioners of the Provincial Government.

General Hsu is accompanied by Madame Hsu. It is learned that Madame Hsu is interested in soldiers' welfare, and is planning to open a hospital for military patients. Her campaign for funds in Swatow netted over \$30,000, and it is reported that she will initiate a similar drive in Canton.—"Canton Gazette."

DIRT TRACK CRASH.

TRAGIC FIRST RIDE.

Mr. H. R. Oswald held an inquest at Chelsea on Charles Henry Biddle, 19, a mechanic, of Finsbury, Malden, who crashed on the dirt track at Stamford Bridge recently which, so far as his father was aware, was his first day on the race track.

Evidence was given that Biddle and a friend had ridden six laps, and the former said he would do one more before finishing. During this lap Biddle's front wheel got into a wobble. Biddle throttled down, and then shot over the side of his machine, falling on his head. He was wearing a crash helmet. He died in St. Stephen's Hospital without regaining consciousness from heart failure following pneumonia, accelerated by severe concussion of the brain.

William Huntington Wells, of Great Portland-street, W., the clerk of the course, stated that they took every precaution to safeguard riders. He told Biddle to go slowly. The fastest lap he did was thirty-three miles an hour. He appeared to be a good rider.

Mr. Lilley (representing the relatives): What causes a wheel to wobble? Track fever, that is nervousness on the part of the rider, or a loose steering-gear.

Recording a verdict of accidental death, the coroner said that motor-cycling was a dangerous occupation. Young people would take risks that older people would not.

Two men who were alleged to have attacked two Chinese girls at Kowloon City-road, near the Leather Factory, on the afternoon of June 20 and robbed one of them of a gold bangle, was charged with highway robbery before Mr. W. Schofield yesterday afternoon. The case was adjourned after having been outlined by Inspector Fallon, who prosecuted.

IMPOSING LOUVAIN CEREMONY.

A DEDICATION.

NEW LIBRARY AND CLOCK FOR UNIVERSITY.

AMERICAN GENEROSITY.

London, Yesterday. Cardinal Vanrooy, in the presence of the Duke and Duchess of Brabant, the Diplomatic Corps and an enormous crowd, dedicated the new library and carillon clock at the University.

The Library was built by Mr. Whitney Warren, of New York, the carillon clock being presented by Engineering Societies of the United States in memory of hundreds of their members who fell in the War.—Reuter.

ORIGIN OF SPATS.

FIRST ISSUED TO THE BLACK WATCH.

THE "RED HACKLE."

Spat were first introduced in 1826, when they were issued to the Black Watch, to commemorate the endurance of the Highlanders in the retreat to Coruna during the Peninsular campaign.

The "Black Watch" formed part of Sir John Moore's army which attempted to drive the French from Spain. Inadequately supported and unable to cope with the vastly superior forces sent against him, Sir John was compelled to fall back to the seacoast, and on Christmas Day, 1808, he commenced his disastrous but masterly retreat.

The exhausted British troops made their way for 250 miles along roads deep in snow and mud, over mountains and through narrow defiles, harassed continually by the enemy and almost destitute of the necessities of life. Transport was hopelessly deficient, supplies were lacking, the roads strewn with broken waggons, dead horses and dead men. By day and by night, mile after mile marched the army through driving storms of rain, sleeping in the mud and eating when they could.

Boots worn down, many a man marched barefooted, his feet bruised and bleeding. The Highlanders, suffering severely, tore their shirts into strips to bind their lacerated feet, and spats were the official recognition of that incident.

Unique Badge. The "Black Watch" are distinguished by the "Red Hackle" worn on their bonnets. They were rewarded with this unique badge for their gallantry in Flanders in 1795. Twelve decades later they were back in Flanders serving their country with the same splendid spirit.

Demobilised in 1919, a number of ex-officers and men set themselves the task of producing a spirit worthy of the regiment. After exhaustive tests by experts, "Red Hackle" Whisky was produced, and is now sold entirely by men who served in France.

"Red Hackle" has all the essentials of a perfect whisky. Distilled in the Highlands from home-grown barley and pure mountain water, its delicate flavour and exquisite bouquet delight and satisfy. Messrs. W. R. Loxley and Co. are the local agents.

SCOTTISH JUDGE.

"TRIALS" SUCCESSFULLY PASSED.

In Edinburgh last month Mr. Alexander Morrice Mackay, K.C., was installed as a Senator of the College of Justice, in place of Lord Ashmore, resigned, and took his seat on the Bench as Lord Mackay. The installation ceremony, at which the Lord President presided, was attended by all the judges and a large representation of the Bar and general public.

According to his Majesty's letter nominating Mr. Mackay, the new judge had to undergo trials before admission. The trials consisted of hearing three cases debated and delivering judgment on them. The Lord President announced that Mr. Mackay had successfully passed his trials, and he was thereafter installed.

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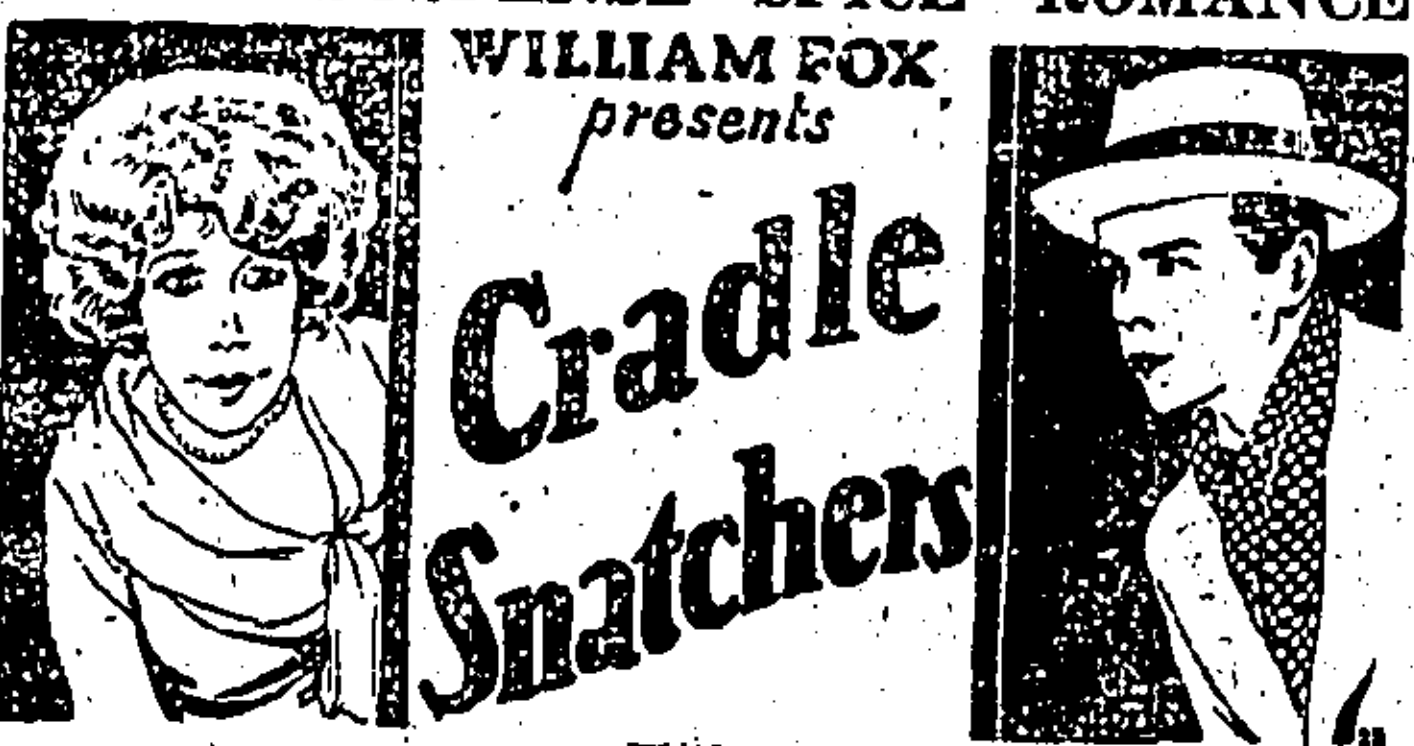
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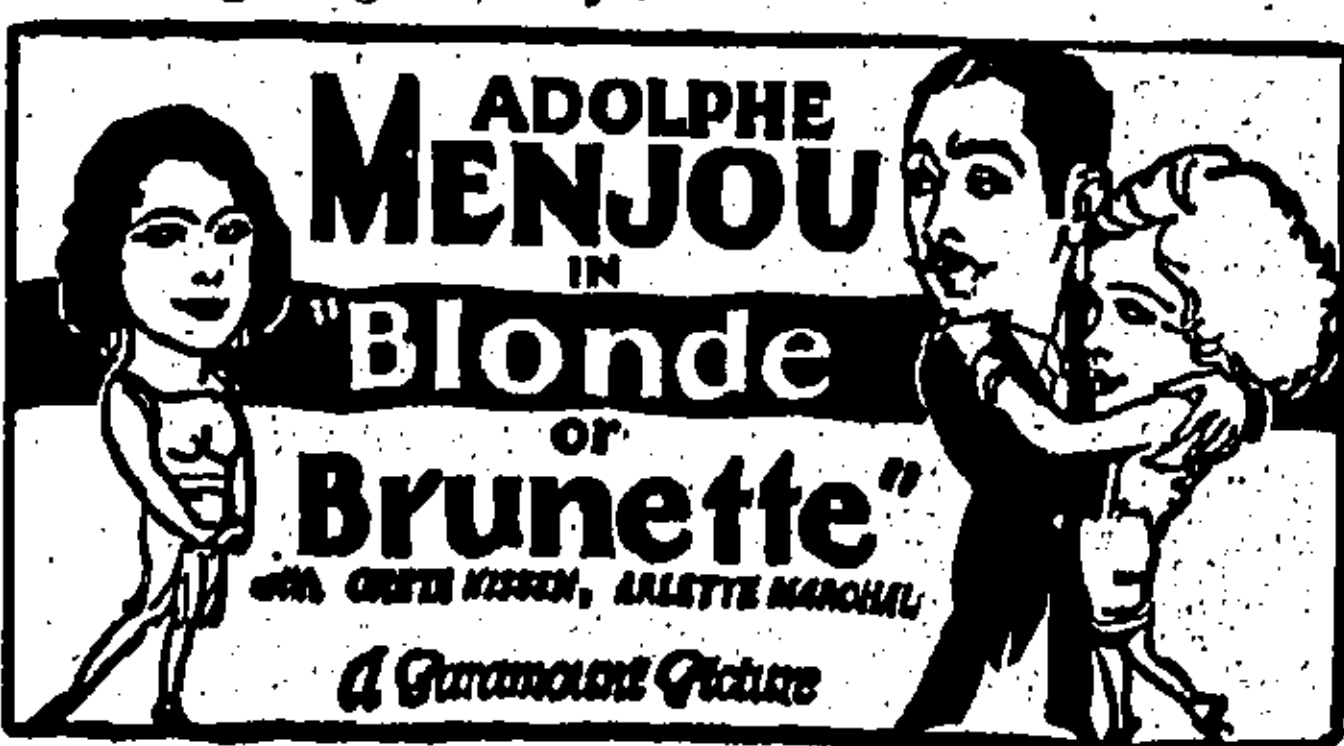
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